ASTORIA FOUNDERS EDITION

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HISTORY OF DISCOVERY OF THE COLUMBIA BY CAPT. GRAY

First Event of What the Astoria Column Is to Commemorate

By EDWARD E. GRAY

The mariner who now sails his ship peacefully over the placid entrance of the Columbia river may have little thought of the dreadful waters that swirled there in by-gone days. Yet once the entrance to the great river was eternally guarded by surging white waters "a full league" in width. The captain who dared entrance in those days would dare almost anything, for we are to note that the bar was then three miles broad, in all its length between Cape Disappointment on the north and Point Adams on the south.

Such was the condition that confronted Captain Robert Gray in 1792 when he sailed his little ship, the Columbia, into the river. It is not improbable that the whole appearance of the entrance of the river was then quite different. Broughton, on the Chatham, reported to Vancouver that what we now call Sand Island then reached virtually over to the Oregon shore, this of course being shortly after Gray had come in. An old Indian woman of the Clatsop tribe, the daughter of Tostem, the last Clatsop chief, said that many times her father had told her of the numerous wooded islands that formerly dotted the lower harbor, and she herself dimly remembered them as a child. Thus even in its physical aspects the entrance to the great river was in all probability far different from what it is now.

In Alexander Ross' "Adventures on the Oregon," in recounting the dreadful experience of the Tonquin, he states: "The bar, or rather the chain of sandbanks, over which the huge waves and foaming breakers rolled so awfully, is a league broad and extends in a white foaming sheet for many miles, both south and north of the mouth of the river, forming as it were an impenetrable barrier to the entrance, and threatening with instant destruction everything that comes near it."

There are many Astorians who will still recall when John Fiske, the eminent historian, visited the mouth of the Columbia, and despite his wide knowledge along such lines, expressed surprise that the discovery of the great river had been delayed so long. Yet Fate seemed to have played a part in the matter, too, for in the light of the efforts that were being made, it seems strange that the discovery of the river had been deferred for a century and more.

Spaniards Sought For River.

Spanish captains had searched the coast in hope of important discoveries and always with the thought in mind that somewhere in this latitude there lay a great river of the West, or a strait that reached from one sea to the other. And indeed two Spanish captains, bold rovers of the unknown seas, had actually lay to outside the harbor entrance, the while they looked longingly in over the pounding bar. Yet both had sailed away without discovering the river. Fate was still playing her pranks. The one, Heceta, in 1775, as he sailed away wrote in his ship's log that he had "discovered a large bay" which he named Assumption bay, because of a saint's day. His descriptions convince us that Assumption bay was actually the mouth of the river, and Heceta himself wrote down that the "currents and eddies caused me to believe that the place is the mouth of some great river, or of some passage to another sea." That was in August, 1775, a season of calm nights and sunny days, yet once again Spain had missed her great chance. It seems almost incredible that this Spanish explorer, whose trade was danger, and whose very quest was the discovery of some such great river, or of some strait that would lead from one sea to another, should sail away without an effort. In his log he set down various reasons, but they are not convincing, and he says nothing of the troubled waters.

It was in 1603 that Martin d' Aguilar reported that he had noticed the effluence of such a stream quite near the latitude at which we now know the Columbia empties into the sea and geographers had even earlier placed the half fabulous River of the West in about the same place. And then, in 1788, the very year that Captain Gray was first setting sail for this distant coast on the sloop Lady Washington from Boston, John Meares, an Englishman, as bold and resourceful an adventurer as one could wish for, came poking his ship's nose into every bight and opening along the coast in the hope of finding Cape St. Roc, which was but another name for North Head, and which had been so named by Heceta when he called the lower harbor Assumption Bay.

White Water Stops Capt. Meares.

Meares turned that great promontory that we now call North Head on a Sunday, and with his glasses traced the line of the coast to the southward, "which presented no opening that promised anything like an harbour." He also wrote down in his log all about what occurred that day. He says, "A prodigious easterly swell rolled on the shore * * * and after we had rounded the promontory, a large bay, as we had imagined, opened to our view, that bore a very promising appearance, and into which we steered with every encouraging expectation." Now recalling that few mariners would dare more than Meares would dare, let us see what else he has to say: "As we steered in, the water shoaled * * * when breakers were seen from the deck, right ahead, and from the masthead, they were observed to extend across the bay, we therefore hauled out * * * The name of Cape Disappointment was given to the promontory, and the bay obtained the title of Deception bay. * * * We can now safely assert that there is no such river as that of St. Roc exists, as laid down in the Spanish charts."

We thus see that from the Spaniard Bruno Heceta, the lower harbor had gained the name of Assumption Bay, and Heceta had named North Head, Cape St. Roc (Roque), and apparently he had guessed of the existence of a river there, which Meares had later heard of as the River St. Roque. Then Meares had looked in, and had seen the bay which gave every promise and had swept the shores with his glasses, but could see no evidence of a river. He left the name of Cape Disappointment, to mark his disappointment that no river was there. But we learn from these old captains that the harbor bore the appearance of a great bay, and today we know how true that is.

Thought River Three Miles Wide.

Later we are to learn from Captain Gray, when he finally actually entered the harbor, that he thought the river near the entrance was only about three miles wide, a conclusion possibly impelled by the presence of the suggested wooded islands and probably by the presence of some great sand island. Other accounts might be given of approaches, and half discoveries of the river, notably that of Vancouver, but these will suffice to show something of the long quest and of the dangers that confronted a mariner who would attempt to win his way into that "promising bay."

Thus while Fate had been playing her pranks, had even permitted the daring Meares to name North Head Cape Disappointment, to forever mark the fact that no river lay here, still in the end, despite Fate, it was indubitably the daring spirit of Captain Gray that finally solved the mystery, and in a little ship only 83 feet long; and while it is thus interesting indeed to recount the physical difficulties that confronted him and the other old captains, who were then boldly cruising along this unknown coast, yet this is only a small part of the real story.

The entire historical background must be understood to appreciate the extraordinary significance of the discovery of the mighty river by Captain Robert Gray. Those who write of Captain Gray and of his ship, the Columbia, find themselves first required to draw many a thread together to weave their historical background, and to lure far afield in preparing the way.

It was in 1492 that Columbus made his epochal discovery of a new part of the world, and the reader will observe with interest that it was precisely 300 years later before this river was discovered, although it is one of the mighty rivers of the world. We need not trouble ourselves with dates, although it might be well to recall that it was in 1513 when Balboa "from a peak in Darien" first set eyes on the shimmering blue of that sea now called the Pacific. Slowly but unerringly the Spaniards crept northward up the coast, until finally they made vast settlements in the lands that are now called California, though for long years after California was thought to be an island. Thus the Spaniards started northward, and finally the Englishman, Captain Francis Drake, one of the greatest mariners of all times, won his way around the Horn. Possibly he got as far north as the Oregon coast, and later he was followed by Captain Cook.

But all the while the great western half of the North American continent remained absolutely unknown. No one had the faintest idea of its dimensions, or contours, or of its character. But strange tales were told, and fables arose to the dignity of history, and the map makers dipped their pens in magic ink.

For a long time the maps of the world—and indeed they were curious things—simply showed all of this western part of North America as "Terra Incognita"—the unknown land. But after Francis Drake's time, it was commonly set down as Nova Albion—or as we might say, New England. But the Spaniards, too, had their maps and in their archives were strange tales of these lands. For here, according to the tales that still may be read in old documents at Madrid, lay the ancient kingdom of Quivira, and here were great cities, with spires of gold and streets of jasper, and kings that led their armies to war. One of these old cities with its shining spires of gold was thus said to be located on the banks of a great river that emptied into this western sea—just about where Astoria now is, or about where Portland is. And in those old tales, and on the old maps, there were always indications of a mighty river that lay somewhere in this unknown land. Thus, oddly enough, and from what original source no man may now surmise, for long time there existed the distinct guess or tradition of a great River of the West that lay somewhere in these unknown lands, and approximately in the position of the Columbia. On the old maps it was set down as the River of the West. Later it became known as the Oregon, but neither to this day does any man know with any assurance of the origin of the word Oregon, and whether it came from the Indians or the Spanish. It was, in truth, a land of fable, of romance, and all the while Fate was setting the stage for the moving acts that in the fullness of time were to follow.

Search For Northwest Passage.

But there is one thing more that must be well understood, properly to appreciate what was accomplished by Captain Robert Gray. Running along with the tales of the supposed River of the West, there was always the tale of the Straits of Anian, or the Northwest Passage. Whether this Northwest Passage was a thing apart from the River of the West or not, was not always made plain. But these Straits of Anian, or this passage, was said to extend clear through the continent from the Atlantic Ocean to the Pacific—or rather to the South Sea as the Pacific was then known. There were old Spanish captains and other rovers of the sea who even told tales of sailing through these Straits of Anian, and going in from one ocean and coming out in the other ocean, but now we know that these old mariners were magnificent liars. As late even as 1790, Meares still believed in it, despite his researches. But the whole thing attracted the attention, and stirred the imagination, of the world. Here was a great unknown land, and here were the great unknown seas. Swift, in writing his "Gulliver's Travels," set the scenes at practically the mouth of the Columbia River, as now one might lay a scene in the moon. Thus things went on for a century, or upwards of nearly two centuries. England, in her mighty struggles with Spain, for decades felt that her very existence, and her opportunity for a place in the sun, lay in discovering this half fabulous Northwest Passage, for otherwise her ships had to fight their way through the Spanish fleet, and then in a year's journey fight their way around the Horn.

In a brief article of this kind, it is not possible to encompass all of the interesting things and events, nor possible to accomplish more than to draw a hasty picture of merely the outstanding features of the rich background. But the discovery of the furs in this part of the world, and of the markets there in China, had an instant and important bearing upon the entire matter. Along in the latter part of the eighteenth century, it was found that highly prized peltries could be obtained from the Indians along this all but unknown coast for next to nothing, and the ship's hold being filled with priceless furs, all would be set for distant China. These exchanges were made, and then the ship's hold filled with tea and spices, purchased cheaply. The gold won, with the cross in one hand and the sword in the other, seemed not more valuable than the wealth to be found in the fur trade.

Boston Merchants Responsible.

So it was, that some of the merchant of Boston became interested in this coast. One little group of four or five Boston merchants was attracted by the promise of wealth, and in the year 1788 they sent two ships out here—the one called the Columbia, in charge of Captain Kendrick, and the other the Lady Washington, in charge of Captain Robert Gray. These two captains, with their little ships, the Lady Washington being a mere sloop, and the Columbia though only 83 feet long a full rigged ship, won their way through the Straits of Magellan, and finally arrived on the Oregon coast, after desperate adventures. The tale, however, is too long to recount all the details.

Yet, in passing it will be of interest to note that Captain Gray, on his first voyage, followed the Oregon coast closely as he slowly felt his way northward, in his little sloop the Lady Washington. She was of only 90 tons burden. Observing a considerable bay, he boldly thrust his way in. A river entered into that bay, and in his elation he thought that he had discovered the great River of the West. But as a matter of fact, the bay that he thus entered was in all likelihood what we now call Tillamook bay, and the river was not the mighty and half fabulous River of the West. There he met his first adventure with the Indians. An Indian boy, either out of curiosity or from cupidity, had laid hands on a cutlass belonging to Lopez, a negro sailor on the Lady Washington who had been picked up in the Cape Verde islands. A bloody fight followed and Gray had to train his guns on the Indians. Lopez was killed, and one or two other of the white men injured in the quarrel. Gray withdrew from the harbor, and in his ship's log solemnly called it Murderer's harbor.

First American Ship to Gird Globe.

But as to this first voyage itself, suffice it to say that it was reasonably successful and although the profits were not as great as had been hoped, nevertheless the future held forth great promise. It was then that Gray, on the Columbia took her around the world, sailing home by way of China, and she was the first ship bearing the American flag to circumnavigate the globe. That alone would entitle Gray to a niche in the hall of fame. He returned safely to Boston, and despite the fact that the profits were not as great as had been hoped for, nevertheless the Boston merchants were quite willing to again risk their fortunes in the enterprise. Again Gray was sent out and again he trod the decks of the Columbia as she fought her long and perilous way around the Horn, or rather the Straits of Magellan. He arrived on the Oregon coast on this second and memorable journey in the year 1791. Soon he sought the rendezvous of all the mariners whose ships sailed these waters in those days, at Nootka sound, a fair harbor on the westerly shores of what we now call Vancouver island. But again in passing let it be noted that Gray was evidently the first one to actually sail into the waters of Puget sound. For it is recognized that the strange tale of that ancient Michael Lock, of one Juan del Fuca having first sailed there, is likely apocryphal.

Nootka Rendezvous for Many Ships.

Gray wintered at Nootka, but where Captain Gray was, there was adventure. The Indians conceived a plot to destroy the ship, and had attempted to bribe Prince Attoo, a Hawaiian whom Gray had taken along on his ship, to wet all the powder of the muskets and the greater guns, so that the whites could not make defense. In payment, Attoo was to be made chief, or king, of the Indians. The Hawaiian discovered the intrigue to Gray, who promptly took measures for defense. The Indian attack was not made, for the savages soon learned that their plan had miscarried. At that time Nootka was the rendezvous for the Spanish, Russian, French, English and American ships that now were coming to this part of the world. These captains were exceedingly courteous to each other, the while that they kept their powder dry and their swords bright, for courtesy was the high prerogative of those who sailed the seas. Russia, and France, and England, and Spain, were all seeking wealth and were all seeking empire. These captains were the bold and resourceful emissaries of their countries. Discovery gave ownership, they averred. It was a time of high adventure. There was the wealth of the furs, and there were the dreams of unknown worlds to be found, and behind it all lay the great dream of the discovery of the Straits of Anian, of the discovery of the great River of the West, or the Northwest passage. England even offered a prize of 20,000 pounds to such of her bold mariners as might discover the Northwest passage. Thus the scene was set, and the actors were upon the stage, and in fancy we may now look back to those days, and see those small but war-like vessels cruising up and down this coast. They were not many, but they held brave hearts. How then, was it possible that none had discovered the great Columbia, for now we know that the discovery of the Columbia, and the exploration of the Alaskan waters and of Puget sound, would forever set at rest the tales of the Straits of Anian, and of the passage that was supposed to lead from one sea to the other great sea.

Gray and Vancouver Meet.

England finally sent an expedition to these shores in the hope of making discoveries of importance, and of solving the problem of the Northwest passage, in charge of Vancouver. In the early part of the summer of 1792, Gray met Vancouver at sea somewhere off that point now called Cape Flattery, and he told Captain Vancouver of lying for a number of days off the coast at latitude 46 degrees north, at what Captain Gray supposed was the mouth of some great river. Captain Vancouver set it down in his log that Gray said he had stayed there for nine days trying to effect an entrance, but was unable to do so. Thus we learn by indirect means that Captain Gray had glanced in at that surging barrier of white which had so long guarded the entrance to the mighty river. Probably it was foul weather, and he had to draw away. Yet it is a strange thing indeed, when one recalls the extraordinary efforts then being made for discovery, that Gray told his great English rival of what he had seen, but Vancouver was not impressed and apparently disdained to act on the generous "tip" of the Yankee sailor.

But we may not pause to recount other things. It does seem to be true that where Gray was, there adventure always stood by his side. Finally Gray made up his mind that again he would return to latitude 46 degrees and see what he could see, for his thoughts were apparently against that time when he had laid outside for nine days—or for five days, as we may learn from another account. Sailing southerly he put into those waters we now call Grays harbor on the Washington coast. There ensued a bloody battle with the Indians, and one of the cannon on the Columbia swept a great war canoe with shot, doing bloody execution. He sailed in the dark of night southerly, and in the early daylight of a May morning—on May 11, 1792—he found himself just off that head that Meares had christened Cape Disappointment, in monumental mockery of the supposed fact that no river lay there. But this morning the sun shone fair. The skies were clear. We are now to see Captain Gray in action.

"White Water" No Obstacle for Columbia.

We read of no delays to study weather conditions, or to make soundings, nor of delays that permit those imaginings that daunt even the fearless. Before him lay that great pounding barrier of "white water" many miles in length and "a league broad." There were the few calm commands to set all sail, and the Columbia started in. In fancy we may follow her, and in fancy we may see Gray taking advantage of the lanes and pathways of the sea, as mightier breakers here marked shallower water, and as darker or lighter water there marked a channel. All that we positively know is, that in a half hour, or an hour, the little ship had won her way through and rode at ease on the quiet waters of what we now call Bakers bay over abreast of Chinook. And here is the brief account that Gray set down in his log.

"At 4 o'clock in the morning of the 11th, we beheld our desired port bearing east-southeast distant six leagues. At 8 a. m., being a little to the windward of the entrance of the harbor, bore away and ran in east-northeast, between the breakers, having from five to seven fathoms of water. When we were over the bar, we found this to be a large river of fresh water, up which we steered. Many canoes came alongside. At 1 p. m., came to, with the small bower, in ten fathoms, black and white sand. The entrance between the bars bore west-southwest ten miles; the north side of the river, distant a half mile from the ship, the south side of the same, two and a half miles distant, a village on the north side of the river, west by north, distant three-quarters of a mile. Vast numbers of the natives came alongside. People employed pumping the salt water out of our water casks in order to fill with fresh, while the ship floated in. So ends."

So ends. With this brief phrase, modest in itself, Captain Gray ends the account that he then set down in the ship's log. But to the curious minded, these two words may discover much that was then in Gray's mind. In the words, there may be found possibly exultation. To Captain Gray and his men the fresh water with which they filled their casks meant everything. Modestly he writes, "So ends," but beneath the modesty we may discern a hope of greater things for the morrow. Had he discovered the great River of the West? If so—then, so ends one of the greatest chapters in maritime history.

His brief account is well worth some study. We will note with interest that, in describing the appearance of the harbor, "the north side of the river, distant a half mile from the ship, the south side of the same two and a half miles distant." In truth, the river as we now know it, from where his ship lay, is easily 10 or 15 miles in width, and again we may suspect that there was something in the lower harbor in those days quite different from the broad expanse of placid waters that we now know.

As to Exact Date.

Now let us see what Gray next did. It was on the 12th of May, 1792, that he arrived in the river. As a matter of fact, Captain Gray's log shows it to have been May 12th, but the journal or log kept by Mr. Boit, one of his men, gives the date as May 11, and it is likely that Boit's account is correct. A number of years later Captain Gray's log was destroyed by fire, but it chanced that one of the owners of the Columbia, after her return to Boston, had made a copy of it, and it is alone to that copy that we must now turn. The copy is generally accepted as being correct in every detail.

Captain Gray was one who did things rather than to write of them. He remained in the river until May 20, or possibly May 21, but no detailed account has come down to us of what was done or seen. But in those nine or ten days unquestionably Captain Gray learned much of the great river. According to the ship's log, the Columbia went some 30 miles from North Head up the river, but probably it is true that the ship itself did not get much farther than a point abreast of Tongue Point. Captain Gray named North Head Cape Hancock, and the southerly spit he called Point Adams. Boit set down in his journal that "Capt. Gray named this river Columbia's."

Vancouver Finds Baker in River.

But we must now hasten the narrative to a speedy ending. Leaving the river, the Columbia bore northward, and again there were one or two bloody quarrels with the Indians. At Nootka, Captain Vancouver learned from Captain Gray of the discovery of the great river, as well as of Grays harbor. This was in October, and we may conceive of the chagrin of the great English commander. Soon thereafter commencing his voyage southward in his flag ship, the Discovery, accompanied by the Chatham in command of Lieutenant Broughton, and the Daedalus in command of Lieutenant Whidbey, Vancouver followed the Washington shore closely. To Whidbey he left the errand of entering Grays harbor, in the little Daedalus. The Discovery and Chatham arrived off the Columbia river the 19th day of October, 1792. It would indeed be interesting to recount in detail just what again happened, but we must content ourselves with setting forth the bald facts. Vancouver did not enter. He attempted the entrance, on the Discovery, but discreetly withdrew. Broughton brought the Chatham in, finally, and as he rounded Cape Disappointment, and swept on over the bar, whose broad expanse then extended a mile or two farther in than now, he was greeted with a cannon shot by way of salute from a small vessel that lay in what we now call Bakers bay. This was a small schooner, the Jennet, or Jenny, from Bristol, England. W. H. Gray, in his "History of Oregon," gives the Jennet as being from Bristol, R. I., but from which sources we know that to be a mistake. Her master was James Baker. It is altogether probable that he had heard from Gray of the discovery of the river, and without delay had sought to follow in, and thus even preceded the great Vancouver expedition. The Jennet lay in what we now call Bakers bay, for Broughton named the bay after him, and it has since borne this name.

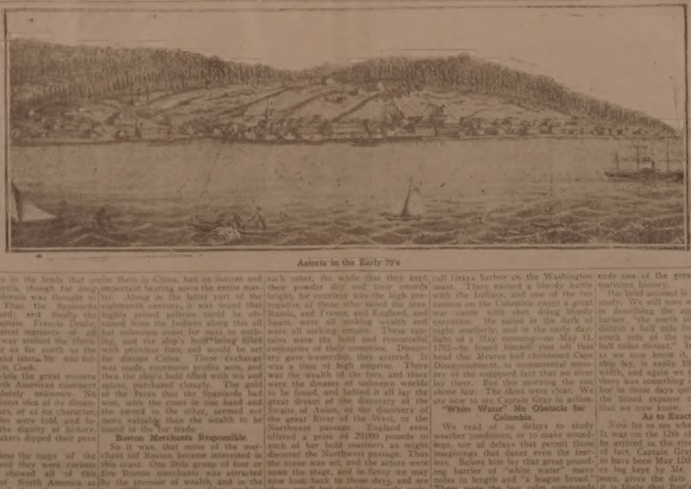
While Vancouver on the Discovery sought his way down to the California shore, Broughton remained in the river. It would be a long and highly diverting story in itself, to recount what he did and what he saw, but here that cannot be done. In the ship's boat, he rowed his way over 100 miles up the river, to a point somewhere about 20 miles beyond where the city of Vancouver now lies. Zealously he sought to give names and thus impress English mastery and ownership upon a new country. It was Broughton who named Tongue Point. It was he who named Youngs river, after an eminent officer in the royal navy.

Gray made the discovery, but we are astonished to find the Englishman naming the names.

Broughton Seeks to Discredit Gray.

But Broughton insisted, directly and indirectly, that Captain Gray had never discovered the river, and that Captain Gray had no more than discovered the great bay or estuary, for Broughton argued and asserted, that the river itself emptied into this great estuary at a considerable distance above Tongue Point. We now speak of Grays bay, over across on the north shore, as probably being the place where the Columbia lay for a number of days, but apparently Broughton named the entire estuary Grays bay. There were ample reasons for this, not the least of which was the chagrin and disappointment of these eminent English navigators and discoverers. Broughton named Mount St. Helens.

(Continued on page Three.)



Astoria in the Early 70's

The Story of One of Astoria's Early Settlers and Pioneers

(Compiled by Mrs. S. F. Wood)

James Welch, who was born in Boonville, Boone county, Kentucky, February 16, 1818, and his wife, Nancy Dickerson Welch, who was born January 2, 1818, in Ohio, Washington county, were married March 12, 1840, at the home of Mrs. Welch's parents, in Bloomington, now Muscatine, Iowa, came across the plains in the covered wagon emigration of 1843-1844. All emigration of 1843 having been held at Saint Joseph, Mo., by the government of the United States on account of Indian outbreaks further on. Mr. Welch remained with his family until the early spring of 1844 when all emigration proceeded on their journey. They reached Oregon City November 10, 1844, where they resided until 1846, when he placed all his effects on an open scow or flatboat and floated down the Willamette and Columbia rivers to Astoria, arriving April 1846, where they set up their camp. He having secured his claim during the winter of 1844, when he had left his family at Oregon City and with friends, John M. Shively, Barton Lee and A. C. Witt, came down the river to look for a place to locate.

James Welch
Pioneer of 1844.

Mr. Welch chose Astoria, at that time called Fort George, and in possession of the Hudson Bay Company, who claimed it because they had occupied it for many years, having taken it some years after John Jacob Astor gave it up as his trading post. Mr. Welch immediately set to work to build himself a house, which was the first private frame house built in Astoria, on what is now lot 5 block 17, Shively's Astoria, and was built of trees cut near the location. The Hudson Bay company agent forbid him building it and ordered him to leave but he continued at his work and was

(Continued on Page Eleven.)

Nancy Dickerson Welch
First white woman to make her home in Astoria, 1846.

ASTORIA SAVINGS BANK

Incorporated, December 18, 1890

ASTORIA SAVINGS BANK BUILDING——
——ONE OF THE NORTHWEST'S FINEST BANKS

Capital	$ 200,000.00
Surplus and Undivided Profits, Feb. 1, 1926	$ 240,000.00
Total Resources	$3,100,000.00

OFFICERS AND DIRECTORS

Frank Patton, President
P. J. Brix, Vice-President
Austin Osburn, Vice Pres.
T. S. Cornelius, Director

M. E. Masterson, Cashier
A. W. Stine, Ass't. Cashier
Harry Knokey, Ass't. Cashier
G. C. Fulton, Director

CORNER
ELEVENTH AND DUANE STREETS

Astoria National Bank

A Community Institution

Commercial Accounts
Savings Accounts
Foreign Exchange
Drafts, Travelers' Checks
Safety Deposits Boxes

At the Close of Business June 30th, 1926

RESOURCES:

Loans and Discounts	$1,911,329.10
Overdrafts	2,319.86
U. S. and Other Bonds and Securities	662,733.52
Bank Premises and Other Real Estate	153,208.17
Furniture and Fixtures	40,836.29
Cash on Hand and Due from Banks	331,960.11
Total	$3,106,372.34

LIABILITIES:

Capital Stock	$ 200,000.00
Surplus	40,000.00
Undivided Profits	10,186.60
B. L. Drafts, Goods in Transit	101,563.55
Deposits	2,754,620.15
Total	$3,106,172.34

Established 1890

FIRST NATIONAL BANK

Established 1886

CAPITAL STOCK $100,000.00

Astoria's Oldest Banking Institution has served you for forty years and is still at your service.

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Cashier, S. S. Gordon
Ass't. Cashier, S. G. Dempsie

Vice-Pres., H. M. Flavel
Ass't. Cashier, I. S. Miller
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DIRECTORS

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W. S. Hamilton
H. M. Flavel
E. B. MacNaughton
S. S. Gordon

NINTH AND COMMERCIAL STS.

BANK OF COMMERCE

SERVICE SATISFIES

Interest Compounded
Quarterly at
4 Per Cent
Per Annum
on
Savings Accounts

DEPOSITS

June 30, 1919	$ 75,501.60
June 30, 1920	548,597.23
June 30, 1921	483,489.55
June 30, 1922	566,009.66
June 30, 1923	672,727.78
June 30, 1924	761,973.44
June 30, 1925	795,113.94
June 30, 1926	849,699.27

Safety Deposit
Boxes For Rent
$3.00 Per Year and Up

Foreign Exchange
Bought and Sold

Your Checking Account
Invited

OFFICERS

S. W. Lovell, President
Harry Burke, Vice-President
J. E. Roman, Cashier
R. N. Salisbury, Ass't. Cashier
C. A. Roman, Ass't. Cashier
Chas. Wirkkala, Ass't. Cashier

Strictly an Astoria owned bank, our stockholders are loyal business men and farmers of your city and vicinity. We are for a Bigger and Better Astoria and Clatsop County.

CONFIDENCE

of the public—that which this bank continually strives to maintain by continually rendering to its patrons a dependable Banking Service.

Banking hours 9 A. M. to 3 P. M. excepting Saturdays 9 A. M. to 12 M.

Your Account Invited

DIRECTORS

Harry Burke
G. A. Hellberg
K. F. Johnson
J. H. Luukinen
S. W. Lovell
O. A. Owen
Chas. Wirkkala
J. E. Roman
R. N. Salisbury

Astoria Chamber of Commerce Active in Development and Progress of This Section

By A. W. NORBLAD
President Astoria Chamber of Commerce

A chamber of commerce must justify its ability to the community supporting it by constructive day by day service. Its mission is a practical one and its routine activities, if properly organized and perfected, are of a far greater accumulative value to the city it serves than its always doubtful ability to successfully complete a spectacular development program.

The work of a chamber of commerce is one of development. It seeks to first develop a strong civic, industrial and commercial unity bringing together the brains, energy and loyalty of every local influence in one form where, regardless of individual sentiment, the welfare of the community is paramount.

In Astoria, the nucleus of an effective chamber of commerce is now in being. Its governing board, all but one member of which is serving a first term, has the confidence and cooperation of a vast majority of citizens. The retiring board members have, without exception, shown a helpful friendly interest in the policies and activities of their successors. Although not represented on the board, the financial interests of the city have loyally tendered their advice and support, generously and without reserve. The influential service clubs, Gyro, Kiwanis and Rotary have added their effective cooperation to innumerable chamber activities while the American Legion, the city of Astoria, the county of Clatsop, our school officials, pastors of various churches and women's organizations with many public spirited citizens are entitled to public appreciation for their cooperation.

The press of Astoria is the constant medium through which the messages and programs of the chamber of commerce must reach the people. Without the press any chamber of commerce would be impotent, with its aid and good will an encouraging public sentiment is created which enables it to function with maximum efficiency. The governing board of the Astoria Chamber of Commerce is keenly appreciative of the effective cooperation of Astoria newspapers.

With but five months elapsed since the present board assumed office and four months since its functions were organized, its program of development has shown a steady progress. Any results secured of course, are attributable to the various organizations and individuals whose cooperation was tendered so generously. In many cases the entire work evolved in the following enumerated projects was done by members of committees to whom Astoria is indebted for their efforts.

A few outstanding accomplishments are here listed:

Membership—Farmer membership practically doubled.

Spring Opening—Splendid success from the standpoint of attendance, style displays, demonstrations, entertainment, and interest developed in Astoria as a buying center.

Scotch Broom Fiesta—Greatest crowd and success in the history of the event.

Associated Chambers of Commerce—Uniting with Astoria, 19 communities in the Lower Columbia River district.

North Shore Excursion—Successful excursion of Astorians made to Chinook, Ilwaco, Seaview, North Beach, Ocean Park and Oysterville.

Straw Hat Day—Straw Hat Day parade stimulated business and purchase of summer goods.

Astoria-Seaside Annual Banquet—Attended by more than 100 Astorians.

Contribution—Cooperated in securing the Soldiers Dough Boy Monument the new Presbyterian church.

Solicitation Committee—Refusal to endorse various solicitation requests, saved merchants irritation and expense.

Official Visits by Board Members—To Cathlamet Chamber of Commerce, Cannon Beach Chamber of Commerce, two meetings at Astoria and Longview of the Lower Columbia associated Chambers of Commerce, Gearhart Chamber of Commerce, Seaside Chamber of Commerce, Grays River Chamber of Commerce; to Portland on several missions.

Highway Improvements — Secured the cooperation of the State Highway commission in improving the detour between Astoria and Svensen; cooperated with Gearhart in the improvement of their road from the highway to the ocean.

Employment Agency — Cooperated in establishing a new employment office in Astoria paying the initial expenses and a monthly amount to sustain this agency until it can sustain itself.

Convention Entertainment — Assisted local committees with conventions of the Masonic Order and the Business & Professional Women.

Conventions Secured—Secured the next conventions of the Sons & Daughters of Norway and of the Order of Odd Fellows and Rebekahs.

Portals — Provided a contribution and assisted in securing funds for the erection of the Portals at the entrance to Astoria.

Astoria Founders Celebration—Cooperated with the executive committee and attended to a mass of detail connected with the Astoria Founders Celebration. Distributed a large amount of publicity in connection therewith.

Farmers Field Day—Cooperated in securing attendance of large number of merchants at the Field Day exercises at the Astor Experiment Station.

Agricultural Committee—Mailed out a large amount of literature to prospective settlers. Printed 3000 new booklets for distribution.

Entertainment—Entertained officers and men of Oregon Coast Artillery and officers and men of the submarine fleet; officers and men of the destroyers, Kennedy and Paul Hamilton; extended courtesies and entertainment to other notable visitors.

Band—Contributed monthly toward the maintenance of the Astoria band.

Various Committees—Membership committee, post office committee, and real estate board are functioning successfully while other committees will be called together as soon as feasible.

The foregoing activities of the Astoria Chamber of Commerce are enumerated principally to indicate the amount of essential work the chamber of commerce is called upon to perform.

Survey of Astoria Planned

Following the Astoria Founders Celebration, the Astoria Chamber of Commerce will make a comprehensive, comparative survey showing the exact, present status of industrial and commercial conditions in Astoria, with relation to those of past years. The purpose of this survey will be to demonstrate by actual fact and figures that conditions in Astoria are in general good; that Astoria has a creditable payroll and has covered with remarkable celerity from the disastrous affects of the recent fire.

The Astoria Chamber of Commerce is operating effectively. Its increased development and efficiency will depend largely upon the continued harmonious cooperation of individuals and organizations and upon the affiliation and support of an ever increasing number of citizens.

The chamber of commerce has been selected by almost every American city as the best medium through which the highest commercial, industrial and civic ideals can be best realized. Composed of individuals, it rises along the line of their vision; it is impulsed by their energy; weakens with their lethergy and gains courage with their help and faith.

First Event of What the Astoria Column is to Commemorate

(Continued from Page One.)

after that noble Englishman who was the ambassador to the court of Madrid Puget island, Whidby island, and a score of other names were left by him including Mount Hood.

Doubtless, during the ten days that the Columbia remained in the river, Captain Gray came over to Tongue Point, and it is not at all unreasonable to suppose that he also sought trade with the Indians on land, and that his feet trod the shores of the river where now stands the City of Astoria. Long should Astoria and our country remember Captain Robert Gray. For while discovery did not actually give ownership, it was the discovery of the river, and the later mighty journey of the Lewis and Clark party, and the actual occupancy by the Astor party that doubtless gave us the strongest links in our claims for the country.

Captain Robert Gray! The first American to take a ship, flying the American flag, around the world! The discoverer of the Columbia river! The bold navigator who forever set at rest the centuries old tale and tradition of the straits of Anian, or the Northwest passage! The man whose discovery of the river aided materially in saving all of the old Oregon country, and possibly California also, to the United States of America! "So ends."

Lieutenant Broughton's assertions that the great river really empties into a bay or estuary, are of course not true in fact. It is true, that near its confluence with the sea the river wears the appearance of a great bay or estuary, varying in width from six to 10 miles or more, and thus extending many miles up the stream. But it would be as true to say that the river entered into the estuary 50 miles up the stream, as anywhere near Tongue Point. The simple fact of course is that Lieutenant Broughton's assertments were without any point, and without the slightest foundation, and were made for one or more purposes, not the least of which was to hide the deep chagrin of the Englishmen in having missed the great discovery. So wide and vast is this mighty river, that for many miles near to its junction with the sea, that it does wear somewhat the appearance of a great estuary, but it is the vastness of the stream that gives this effect.

No Reason Given for Ship's Transfer.

In the foregoing account, no explanation was given of why Gray had taken the Columbia on its distant voyage to China, and thence around the world, when he had come out on the sloop Washington. Possibly an adequate explanation of this change of command cannot now be given. The Boston merchants who were behind the enterprise had struck medals in commemoration of the sending out of these two vessels; the medals show the two ships under full sail, and on one side bear the inscription, "Columbia and Washington. Commanded by J. Kendrick." The reverse side of the medals bears this inscription: "For the Pacific ocean. Fitted at Boston, N. America. By J. Barrell, S. Brown, C. Bulfinch, J. Darby, C. Hatch, J. M. Pintard, 1787."

Thus we see that Captain Kendrick was in command of the expedition in the beginning of the venture. He brought the Columbia out on the first trip, but then we learn that it was Gray who took her back, and comparatively little is known of the subsequent actions of Captain Kendrick. Doubtless Gray was the more venturesome of the two, and possible better fitted for the hardship and rigours of the great enterprise. At all events, on the second journey, Gray was in absolute and sole command.

Bar at River's Mouth Gone.

One other matter. Of course now there is no Columbia bar, and its dreadful swirling waters have become but a mere memory. This was largely solved by the engineering skill of the United States Engineering Department. Two long jetties projecting out into the sea, serve as a passage way for the waters, which thus keep a broad channel scoured out. In fact, the channel now seems to be getting deeper year by year, and for a mile or two in width there is a depth of over 40 feet at low water, while in the actual channel itself, there is now a depth of fully 45 feet at low water, and probably few great harbors in the world show a finer passage way than this.

Mention has been made that the Columbia was but 83 feet in length. Her beam was 26 feet. She was full rigged, and when under full sail she must have been a magnificent sight, for she carried a veritable cloud of canvas. One or two of the men on the Columbia disclosed considerable artistic skill in drawing pictures of the ship, and they have come down to us. But they fail to show the beauty of her lines, for while sturdily built, she also had a beauty of line that was quite attractive.

Aeroplane Picture of Section of Astoria

Clatsop County

Land of Golden Opportunities

INDUSTRIES

In Clatsop county there are fifteen billion feet of standing merchantable timber. This is one of the greatest timber areas in the United States and adjoins the timber area where Long-Bell and Weyerhaeuser interests have built the world's greatest saw mills and industrial city.

Astoria's great harbor shelters world ranging ships. Its port is the outlet for the great Columbia empire.

There is 48 feet of water at the mouth of the Columbia river at mean low tide, and 42 feet for a width of 6300 feet. The great Columbia is seven miles wide at its mouth.

INDUSTRIAL SITES

IDEAL AND DIVERSIFIED PULP AND PAPER MILL SITES, SAW MILL SITES, WOOD PRODUCTS MANUFACTURING, FURNITURE MANUFACTURING, FLOUR MILL SITES.

TRANSPORTATION

RAILWAY AND RIVER BOAT TRANSPORTATION, PACIFIC AND INTERCOASTAL STEAMSHIP TRANSPORTATION. GREAT MODERN PUBLIC DOCKS. ALL THE FINEST MECHANICAL EQUIPMENT FOR LOADING AND DISCHARGING CARGO.

THE PRICES OF TIMBER LANDS AND INDUSTRIAL SITES ARE AT THEIR VERY LOWEST TODAY. INVESTING CAPITAL WILL FIND HERE A CERTAIN, ADEQUATE PROFIT. INVESTMENTS MADE NOW BEFORE DEVELOPMENTS GET FULLY UNDER WAY WILL SECURE GREAT RETURNS.

Dairying and Farming

There are thousands of acres of tide lands and cut-over acreage in Clatsop county awaiting development. It is one of the greatest potential dairying districts in the United States.

Perpetually green pastures furnish grazing for the most productive cows in the state of Oregon. One of the greatest co-operative creamery organizations on the Pacific coast maintains headquarters at Astoria. Clatsop dairy products are at a premium in metropolitan markets.

Great fruit and vegetable canneries provide a ready market for vegetables, berries and fruits.

Playgrounds, Climate and Resorts

The average rainfall in Clatsop county is less than 60 inches. Mean maximum average temperature 56.2 and mean minimum average temperature 43 degrees. No extremes of heat or cold.

Clatsop is the mecca for sportsmen. Deer, bear, cougar and bobcats await the big game hunter. Ducks, birds, trout and deep sea fishing can be enjoyed within a few miles of Astoria.

Four splendid golf courses in Astoria sports area. A dozen glorious beaches and summer resorts within 20 miles of Astoria.

Those who have vision and foresight to appreciate the unprecedented opportunities offered NOW in Clatsop county at the mouth of the Columbia river, will realize their fondest ambitions.

WRITE FOR DETAILS TO

Astoria Chamber of Commerce

LEO R. MERRICK, Secretary

OUR SCHOOL FACILITIES ARE OF THE BEST AND RANK HIGH

Captain Robert Gray Junior High, West Astoria

Lewis and Clark Junior High

ASTORIA IS BLESSED WITH MOST IDEAL CLIMATIC CONDITIONS

One may roam the world over before he would find a more delightful climate than that of the lower Columbia. Situated on the magnificent harbor at the mouth of the river, Astoria is favored with the exhilarating ocean breezes that are unknown to inland cities.

The perfect climatic conditions as exist here are not excelled in any place in the world, not even in California, hailed as the tourist's paradise. The thermometer does not reach as high a point at Astoria in the summer as it does in California, while the winter months here are mild, with the thermometer seldom reaching the freezing point. While it is true, rains are frequent in the winter months, Astoria never suffers cold weather, snowstorms or blizzards being totally unknown to residents of this section. Neither are there cyclones, tornadoes or thunderstorms which are big factors in destroying life and property in other sections of the United States.

Mean maximum temperature, annually, for 40 years past shows, 57.1; mean minimum, 42.3. The general average from April 1 to October 1, is 60.5; from October 1 to April 1, 48.3. For many years past the thermometer has not shown below 32 degrees a dozen times.

Although the latitude of Astoria is the same as the Dakotas and Nova Scotia, the Japan current along the coast makes the climate here equable. Flowers bloom in the open all the year round and trees and grasses are green throughout the winter months.

Bathing is indulged in the surf and the famous Clatsop and North Beach beaches every month in the year and is a big feature of the winter sports.

The annual rainfall in Astoria is 73.2 inches, but the country is hilly and mountainous and has good natural drainage. Owing to the peculiar climate there are no venomous snakes or reptiles and the ocean shore gives crabs, clams, mussels, oysters and all varieties of deep sea fish.

Astoria Has Most Modern Buildings, System and Equipment

By A. C. HAMPTON
Superintendent Astoria Public Schools

In the Astoria public schools there were enrolled 2381 children during the year 1925-1926, and the per cent of attendance was 97.7 per cent for the year. In the two evening schools for training for citizenship there were 193 adults enrolled.

The citizens of Astoria have a right to feel proud of their schools. The city now has one of the finest school plants in the Northwest. The two new buildings completed last year, are valued at $125,000 each, and are modern in every way, while the Lewis and Clark and senior high school buildings are modern and well equipped. The total value of the seven grade and junior high school buildings, together with the senior high school building is $720,000.

In the world of business and commerce and industry, efficiency has become the slogan during the last decade. Every leading, progressive, outstanding institution is continually studying its procedures and their products with the idea of improving both. Men who are operating these progressive lines of endeavor are not only patrons of our schools, but they afford a large portion of the financial support for developing and maintaining the schools. It is unreasonable to expect that they are going to observe high standards in their own business and willingly pay out money for the support of public schools without stopping to consider whether this money is paid for the support of an institution which is operating without considering whether it is operating efficiently or not.

The board of education is composed of leading business and professional men, who give a great deal of their time and earnest attention to the welfare of the schools. The members of the board are:

W. H. Fulton, chairman; Edward F. Gary, W. S. Hamilton, A. W. Norblad, R. G. Pratt, W. A. Sherman, clerk and business manager.

The standard of business efficiency under the direction of W. A. Sherman, clerk and business manager of the schools, is well known to the people of Astoria. The schools' business is managed as efficiently as any other large business, and the whole system of accounting is conducted on strictly business principles.

Education must recognize clearly the principle of efficiency operating in society all about the school. It must not only recognize it, but it must be willing to take the principle over into education and apply it in the improvement of its own practices and results.

In an earnest effort to comply with the foregoing, the schools of Astoria were during the present year re-organized on the junior high school plan.

The plan proposes three groups of schools. The senior high school comprising the tenth, eleventh and twelfth years only; the junior high school comprising the seventh, eighth and ninth years only, and the elementary schools proper, comprising the first six grades.

The primary function of the first six years of the school is to give to all the children certain skills and experiences; such as the ability to use the English language, both spoken and written, with a reasonable degree of skill; to be able to read with a fair rate of speed and to comprehend what is read; to master the fundamental processes in arithmetic; to be able to spell, etc. In addition to giving this common stock of knowledge, there is systematic training given in health through the nurse and physical education supervisor; music and art; proper ideals of conduct in and out of school, thus laying the foundation for good citizenship; and a system of moral teaching and training which is consistently carried on in all grades and departments. It is obvious that the curricula of the first six grades must necessarily be more or less restricted to the development of those fundamental proficiencies and experiences which are absolutely essential to the present and future life of all children.

It is in the junior high school that some attempt is first made to differentiate the courses so as to minister to the individual differences of the pupils. In the seventh, eighth and ninth grades pupils have an opportunity to try themselves out in Latin, French, manual training, and domestic science, in addition to the regular required subjects. In addition the pupils of the eighth grade are given a course of training in elementary business practice, which is designed to acquaint them with the ordinary methods of doing business.

Adolescents seek to attain their satisfactions and ends through organization and cooperation. The junior high school offers a splendid opportunity for the attainment of these ends, by segregating into one group the adolescents. They have their student body organization which gives each pupil a chance to develop and demonstrate his power of leadership. Through the student body there is developed the Glee clubs, athletic teams, debate teams, etc., which are invaluable aids both in the socialization of the individual pupils as well as the school.

The public night schools of Astoria are performing a very important function. Two night schools are conducted each Monday, Wednesday and Friday, at the Captain Robert Gray and John Jacob Astor buildings, for the purpose of preparing adults for citizenship. These schools are taught by regular members of the teaching staff of the Astoria public schools, and the whole course is planned for the purpose of giving the foreign-born person an opportunity to gain a working knowledge of the English language, and to become acquainted with the nature and spirit of American institutions.

The two chief functions of the senior high school are, first, to serve those who are fitting themselves to enter into the work of life at the close of their high school course. This group is efficiently served through the commercial course, mechanical drawing and manual training courses for boys and domestic science and art for girls.

The Astoria high school is a standard high school as set by the Northwest association of higher and secondary schools and its graduates are admitted to the standard colleges and universities of the country.

Astoria High School

History Of Astoria Schools Of Fifty-three Years Ago

Apropos of any exposition of the local school system it might be well to look back upon the educational facilities of the Astoria of fifty and more years. Following is a very brief account of the early school situation secured through the kindness of Judge J. Q. A. Bowlby.

In 1868 there was one day school at the southeast corner of Ninth and Exchange streets. About the same time Mr. and Mrs. T. A. Hyland taught a private or parochial school on the Episcopal church* property on the northwest corner of Ninth and Commercial streets where the new Badollet building now stands.

Previous to this time there was a square building with a cupalo at the northwest corner of Franklin and 15th streets. This building, a Methodist church, in which a school had been conducted was virtually abandoned in 1868. This building was later dismantled.

Some years later on petition, the city was divided into two school districts, with the east line of McClures and the west line of the Shively claim as the dividing line.

A school house of four rooms was built in the new district. This building with addition, became the Shively school. A man by the name of Worthington was named as principal at the time of the division of the districts. By the records a Miss Mary Lawrence was the first principal of Shively school.

The old school house at the southwest corner of Ninth and Exchange streets is now probably included in one of the adjacent buildings. The Olney or McClure school was abandoned or dismantled as it stood on sliding ground.

In the early days some of the children of the city attended a school on Clatsop Plains. Among those who attended this school were Mrs. Captain Hustler and J. A. Taylor of Warrenton.

FACILITIES OF WORSHIP ARE AVAILABLE

Astoria cannot be adequately described without some comment on the facilities offered for worship. The district was one of the first in which a Protestant denomination established religious schools and churches west of the Rocky mountains.

The first religious invasion of this section was made by the Methodists who put missionary workers in the field here in a period preceding 1840 and established schools and missions farther up the river. The Methodists withdrew from the Clatsop county field and the Presbyterians erected the first church west of the Rockies on Clatsop Plains in 1847. The first structure was destroyed by fire a few years after its erection and another which replaced it still stands. It is located near the Seaside highway and thousands of tourists pass it each year unknowing of its historical significance as it has never been marked.

Astoria at the present is represented by practically all Christian denominations. Church facilities are adequate and the religious life of the community is very active.

Investment in church structures is heavy and will be increased this year by the erection of a splendid edifice of worship by the congregation of the local Presbyterian church.

Other denominations are now housed in comfortable and attractive church buildings.

The church organizations are thriving and their calendars of activity occupy a large place in the lives of the citizens.

Organization is the Keynote of the Lower Columbia River District

By LEO R. MERRICK
Executive Secretary

The various chambers of commerce and commercial clubs of the Lower Columbia River district unite as naturally in cooperative activities as the waters from rivulets and streams flow to the bosom of the mother river. The business men composing them have been cooperating with each other for years and it required only the suggestion of the desirability of a permanent union to cement the various districts together into an active, functioning, recognized body.

Less than four months ago a preliminary organization conference was held in Astoria. Fourteen organizations were represented there, while at a meeting held at Longview, Wn., two months ago a permanent organization was effected with delegates from 19 communities pledging their respective commercial body to permanent membership.

The Lower Columbia Associated Chambers of Commerce is dedicated and pledged to the development and promotion of the interests of those districts bordering on the Columbia river below its confluence with the Willamette river. However, its activities are not restricted to that area and its great influence will undoubtedly be rendered many projects of state, or even national concern.

A child of the Columbia, the Associated Chambers of Commerce will lend its efforts toward securing the deepening and widening of its already splendid channel to the sea. It will urge federal activity in enhancing the utility of its harbors, rivers and ports and will use its united strength in supporting any feasible plan for bridging the Columbia—not alone at Rainier, but at other points as well as rapidly as transportation and commercial developments demand.

The Lower Columbia River district has more standing merchantable timber than any other similar area in the world. This district produces the world's finest salmon, the Royal Chinook. Here are thousands of acres of wonderfully fertile land and the finest dairy lands on the western continent. Each of these great industries is capable of unlimited development and the Associated Chambers of Commerce is extending the hand of welcome to capital, industries, laborers and settlers to any section of this great undeveloped district.

Lack of transportation facilities and paved highways has militated against the development of the great Columbia region. With railroads connecting with main lines east and south established, with the completion of the Roosevelt highway in Oregon and the North Shore highway in Washington, industrial and commercial advancement here will be swift and certain. An organization which will constantly keep the need for these betterments before public and official minds will perform a constructive service. Lower Columbia communities are united in organized insistence that the early completion of such improvements be undertaken.

While the Associated Chambers of Commerce will work through all available channels for a realization of its ambitions, its influence will be chiefly directed toward securing federal and state legislation and aid of its development programs. It has within its membership legislators representing both Oregon and Washington and during succeeding sessions at Olympia and Salem it will present its recommendations. Its combined strength will be exerted toward a similar end in congress.

The next meeting of the Lower Columbia Associated Chambers of Commerce will be held in Seaside in September. Prior to that meeting a booklet will be issued by the publicity committee outlining the projects of most vital concern to affiliating organizations. These reports will serve as a basis for concerted action of the larger body.

Officers of the Lower Columbia Associated Chamber of Commerce are:

President, A. W. Norblad, Astoria.
First Vice President, C. R. Hammond, Longview.
Second Vice President, G. B. Conyers, Clatskanie.
Third Vice President, E. M. Orth, Cathlamet.

Treasurer, L. J. Tallinger, Seaside.
Secretary, Frank Turner, Ilwaco.
Executive Secretary, Leo R. Merrick, Astoria.

Following are the members of standing committees for the fiscal year 1926-27:

Organization and Membership — Clyde Mason, Seaside; Curtis Hoare, Ilwaco; George B. Conyers, Clatskanie.
National Legislation—Mayor A. C. Gibbs, Longview; Fred Herman, Rainier; S. J. Morton, St. Helens.
Oregon Legislation—A. W. Norblad, Astoria; W. J. Tremblay, Warrenton; Jack Burgess, Gearhart.
Washington Legislation — George Hastings, Cathlamet; Wm. P. McTimmonds, Kelso, Wn.; C. A. Nesseth, Ocean Park.
Publicity—G. M. Hairsbrook, Longview; Leo R. Merrick, Astoria; Thomas Lundgard, Long Beach; W. A. Steele, Clatskanie; E. S. Tucker, Chinook.
Rivers, Harbors and Bridges—H. C. Barlow, Warrenton; C. A. Hammond, Longview; J. G. Greene, Kalama.
Public Buildings—G. W. Hoss, Vernonia; R. A. Price, Cannon Beach; J. B. Fisher, Ocean Park, Wn.
Logged Off Lands—L. B. Sutherland, St. Helens; W. N. Morrow, Grays River; Archie Silverman, Skamokawa.
Forestry and Reforestation—B. F. Moore, Astoria; E. M. Orth, Cathlamet; J. W. Brown, Vernonia.
Entertainment—Jack Prouty, Seaside; Oscar Hansen, Castle Rock; E. J. Lanphere, Cannon Beach.
Fisheries—F. Kankkonen, Astoria; H. A. Symmonds, Kalama; Frank Turner, Ilwaco.
Historical—G. J. Johnson, Ocean Park; H. L. Copeland, Longview; G. L. Boland, Castle Rock.
Good Roads and Highways—R. P. Palmer, Seaside; G. R. Tucker, Long Beach; George Badger, Grays River.

EXPEDITION MAY THROW NEW LIGHT ON HISTORY

MONROE, Neb. (AP)—New light is expected to be thrown on early history of the West through excavations being made in the cornfields along Looking Glass creek, north of here, by E. E. Blackman, curator of the Nebraska State Historical society.

The curator expects to discover relics and evidence which will establish the site of the massacre by Indians in 1720 of a Spanish caravan under the command of Colonel Villasur. The massacre, which long has been a matter of dispute among historians of the west, marked the halt of Spanish conquests in the north during the eighteenth century.

Recently discovered documents, located in Spain and France by A. B. Thomas of the University of California, and the discovery of bits of chain armor and ancient coins, resulted in the present search for concrete evidence to establish the exact location of the massacre.

Colonel Don Pedro de Villasur was dispatched from Santa Fe to conduct a reconnaissance of the French along the Missouri.

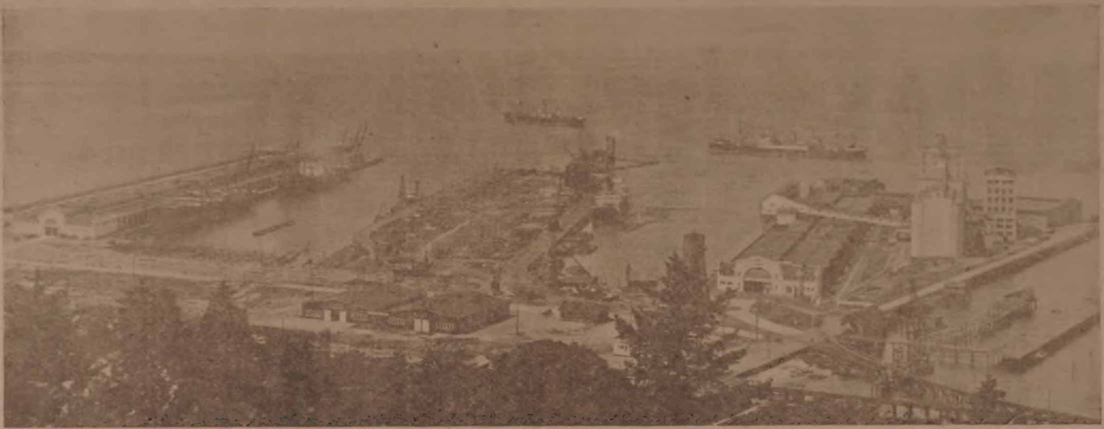
In August, 1720, the caravan came upon the Pawnees. The Spanish travelers were received with friendly greetings by the Indians and an interpreter was sent to parley with the savages. For two days, Villasur waited fruitlessly for reply. Fearing treachery he decided to retreat and retraced a day's journey where camp was made for the night.

The break of dawn the following day found the Spaniards astir making ready to continue westward. Suddenly in the confusion of breaking camp the party was swept by a murderous fire of shot and arrows. Colonel Villasur and virtually the entire party were slain before a defense could be organized.

John Jacob Astor Junior High

Seaside High School

THE PORT OF ASTORIA



THE PORT OF ASTORIA owns and operates three large, modern piers fully equipped with the mechanical facilities to afford a complete terminal service for rail and water transportation. The Port Terminal is located but ten miles from the mouth of the Columbia River. The harbor entrance has a depth of 46 feet and 30 to 40 feet depth is maintained at vessel berths. Ships berth and leave day or night without assistance of tugs.

PIER ONE: Dimensions of pier 650x1363 feet. Hollow tile warehouse 92x1363 feet. Lineal feet berthing space 1725. Concrete bulk grain elevator, capacity 1,250,000 bushels. Concrete six-story flouring mill, daily capacity 4000 barrels. Portable electric cargo conveyors and pilers. Electrically operated ramps for river craft. Bulk grain conveyor gallery on west side of pier. Car capacity 109.

PIER TWO: Dimensions of pier 425x1445 feet. Lineal feet berthage 3178. Open pier for lumber, coal and bulk cargo handling. Three locomotive cranes of 50, 35 and 25 tons capacity. 3000-ton coal bunkers. Fuel pipes on face and both sides of pier connecting with Standard Oil ship fueling station on port property. Car Capacity 100.

PIER THREE: Dimensions of pier 550 x 1750 feet. Concrete warehouse 160x1550 feet. Lineal feet berthage 2450. Four electric cargo cranes operating on roof of shed. Car capacity 200.

POWER

LIGHT

Light and Power for the home mean the emancipation of the women of America with electrical servants ready and willing at the touch of a button to work day and night at less than coolie wages. The pathway to a new freedom lies before you and the gates are open.

The proper application of light to commercial and industrial plants is a matter of vital importance, and materially affects the earning capacity of the business. We consider it a privilege to consult with you and assist in solving your lighting problems.

INDUSTRIAL POWER at the lowest rates commensurate with production costs is constantly available for all classes of industries from our splendid Young's Bay plant pictured above.

COMMERCIAL POWER is virtually at the door of every business house in Astoria eager to operate all sorts of labor saving devices at a minimum cost.

Our plant provides electrical facilities of which Astoria may well be proud, as it represents the latest developments in the electrical art. Kilowatt hours available in 1910 were 7,227,000; in 1920, 30,660,000; and for 1926, there are available 77,307,000 kilowatt hours. These figures indicate how the Pacific Power & Light Company is keeping pace with and in advance of the demand for power in Astoria.

GAS

15,000,000 cubic feet of plant capacity per month is available in our Young's Bay gas plant, one of the most modern in design in the West. Quick, clean heat ready to rush through the pipe lines to your homes, restaurants and industrial establishments at any hour of the day or night. A constant, never failing supply of this economical and satisfactory fuel, with sufficient reserve to supply the needs of a growing, progressive community.

Pacific Power & Light Company

"Always At Your Service"

ASTORIA RANKS AS ONE OF GREAT PORTS OF WORLD

Traffic Handled by Port of Astoria Runs Into Large Figures

By W. H. NELSON
Traffic Manager, Port of Astoria

The following figures show the total tonnage handled by the Port of Astoria terminals during the past five years:

1921—125,821 tons.
1922—198,721 tons.
1923—394,608 tons.
1924—464,031 tons.
1925—359,991 tons.

The decrease in 1925 was due principally to the falling off in wheat and flour exports to the Orient. Wheat prices were too high to permit any volume of Oriental sales and as most of the wheat and flour shipments from Astoria are for Oriental destinations, the tonnage for the year was materially affected.

For 1926 to date, total tonnage handled shows a gain over the corresponding period of 1925. With a large crop of wheat now being harvested in the northwest and a lower price basis than 1925, coupled with a greatly reduced Manchurian grain harvest, all conditions are favorable for a large movement of wheat and flour to the Orient and it is to be expected that figures for the year of 1926 will show a considerable increase over 1925.

Facilities for Lumber Handling

From a shipping standpoint, lumber is by far the most important commodity produced in the northwest and forms the basis of the cargo movement from the Columbia river and Puget Sound. The lumber movement over the Port of Astoria docks has shown a continuous gain and the facilities have been of immense benefit to the smaller mills in the district. The industry is now temporarily in a period of depression due to over production and overstocking certain markets but normal consumption should correct the situation and a regular increased movement is to be expected.

In reviewing the traffic of any port it is at once apparent that tonnage of local origin or for local consumption is the most important factor for it forms the basis for first attracting regular and adequate steamship service to and from a port. Shipments to or from interior points usually can move to any of several ports at equal or nearly equal rail rates and it is apparent that it will move with least resistance to the port which has a sufficient volume of local tonnage to attract and insure the most frequent regular and varied steamship service.

Aids Industries

The Port of Astoria has always recognized this traffic axiom and has consistently put forth every possible effort to assist local tonnage producing industries within the entire port district and attract new ones. There are several ways by which a port administration may aid such industries, for example, by establishing port charges on a basis that will enable local industries to compete successfully with similar producers in other ports, by using its influence to secure favorable rail and switching rates, by securing for local shippers satisfactory steamship service and rates and other action along these lines.

The Port of Astoria has also done considerable dredging work at several points within the port district outside of its own terminal property feeling justified in doing so by the gain to the community in enlarged payrolls and the gain to the port by increased local tonnage production.

To further stimulate local production and consumption the Port of Astoria has leased portions of its own properties to industries and has at the terminal a flouring mill which for the past two seasons has exported more flour than any of its northwest competitors, in spite of unfavorable rail rates on its wheat supplies, and a furniture manufacturing plant which has been enlarged once since construction and is now a flourishing business. There is also located on port property the big ship fueling station of the Standard Oil company and the storage and distributing stations of the General Petroleum company and Shell Oil company. In addition to property rental, these concerns pay terminal charges on every ton of their products handled over the docks.

Bids for Traffic

The port has a considerable tonnage of lumber, flour, feed, salmon, shingles, box shooks, etc., originating locally. However, we do not yet have immediately tributary a developed fertile area producing a large and diversified tonnage such as the Willamette

(Continued on Page Nine.)

Astoria Has Fine Harbor and Port Docks

Astoria is located within a few miles of the Pacific Ocean on the finest fresh water harbor in the world.

The mighty Columbia river, pushing for thousands of miles plowed a great channel into the Pacific, but this in its natural state, was partially blocked by the bar which occurs at the mouths of great rivers.

There is no longer a Columbia river bar, for man directed labor has confined the great current where its sweeps into the ocean by means of immense jetties and this rush of pent-up waters has swept the sands of the former obstruction far out into the Pacific leaving a wide and deep entrance available to vessels of the largest type.

Safe Channel.

Above the mouth a wide and safe channel is maintained by constant improvement work which makes the river roadway to Astoria so safe that masters of many vessels do not call for the readily available pilotage but bring their ships in themselves. Ship captains and owners like to have their vessels enter the Astoria harbor. The fresh water destroys the growths on the bottoms of the vessels and put them into excellent condition.

In addition, Astoria port facilities have been developed to the highest degree. Besides several private docks and piers there is the great Port of Astoria terminals.

Three great piers extend far into the harbor. On one is a million bushel capacity grain elevator and an 800 barrel flour mill in addition to a great shipping warehouse.

Pier No. 2 is an open pier devoted chiefly to the storage of lumber and millions of feet of the boards and timbers are piled there, the supply coming in from the sawmills of the district as fast as it is distributed to the four corners of the earth.

Pier No. 3, holds the great warehouse where freight for foreign points is stored.

Piers Well Equipped.

Every Pier is equipped with cargo handling devices of the latest and most efficient type. Rail and highway transportation to the terminals is adequate and the port maintains a belt line railway that encircles the entire Astoria waterfront.

The Port of Astoria area embraces some 40 miles of water front and from the docks in this district a tremendous supply of lumber flows out into the Pacific.

One of the important developments is on the Skipanon river which flows into the Columbia at Warrenton. Here much development work has been done by the city of Warrenton, two large lumber mills are constantly serving the needs of ocean going vessels.

Lumber, canned salmon, flour, wheat, and kindred commodities form the bulk of the cargoes which are placed aboard ship at Astoria.

Shipping Growing Apace.

The development of the Columbia river trade has taken enormous strides in the past few years with indication of a tremendous growth to come. The shipping interests of the river are not satisfied with present conditions and development work is continually in progress.

At the present time surveys are being made for another great engineering project calling for the deepening and widening of the Columbia river channel from Astoria to the sea.

Trade Is Developed by the Port of Astoria

By R. R. BARTLETT
Manager and Chief Engineer
Port of Astoria.

By port development is understood those activities that bring increased marine commerce to some particular shipping point. Ships go anywhere they can float to get cargo; therefore, port facilities must first be provided to handle the transfer of cargo between land carriers and the water carrier for the function of a port is to facilitate the transfer of freight and passengers between water carrier and the land carriers of the community, its back country and the hinterland. Therefore, port development may be divided into three important divisions—First, port facilities; second, economic operation of such facilities, and third, its ability to secure tonnage and business thru its port, which in the end means the successful development of the port.

Port facilities can be provided where sufficient money is available to provide the necessary depth of water, channels, construction of piers, wharves and buildings to accommodate the entrance of vessels and the transfer of cargo.

The successful operation of a port after the facilities have been suitably provided is a factor continually increasing in importance and requires the most constant vigilance to develop and maintain an economic transfer and handling of tonnage in order to keep down the small expenditures that are assessed against cargo either by the shipper or carrier, the aggregate of which in the end pyramids the cost of a shipment to the consignee and therefore adds to the price the consumer must pay for a commodity. This in the end is carried thru on any staple article to the buying public and adds to the already high cost of living of the American people. There are many ramifications in the shipping business, and while public terminals are provided and rules, regulations and laws passed for the purpose of safeguarding rates and charges in favor of the public, this business throughout the entire country has become highly competitive and attention to the minutest detail is required in order to satisfy each particular shipper and his economic interests. This is necessarily up to the vigilance of the dock operator for neither the land transportation company nor the water carrier is particularly interested as such charges are assessed against the shipment and is not charged against the carrier.

Territory Served.

The port's ability to secure tonnage is probably its most important function for this again may be divided into three divisions or districts. First, the local area which is within trucking or barging distance of the terminal itself and which business will naturally gravitate to the terminal due to its proximity and being the only center to which transfer to water carrier can be made with any degree of convenience. Second, the port's immediate back country which can be served by the local port due to its proximity and to which the business will naturally gravitate on account of lower transportation rates to the local terminal than to other ports, and third, which is most important particularly in this country on account of the great interior areas, and which has taken the name of "Hinterlands." This territory in practically all cases is highly competitive as the shipper has an equal choice of several gateways through which to forward his commodities. Therefore the hinterland of any port or ports must necessarily be a highly competitive territory and the port that can offer equal terminal and shipping facilities must be continually on the alert and particularly active in the solicitation and the offering of its advantages to the shipper of such a territory in order to equal or outstrip his competitor.

There are many complicating factors acting upon the cost of services of a port to the shipper. Inadequate port facilities necessarily prohibit the development of any seaport city, but with proper facilities and an economic port administration together with united and determined effort on the part of port officials and community or port authority, any ordinary handicap in development can be overcome and any reasonable expenditures for the establishment and maintenance of such development can be economically justified.

This community has made an investment in port facilities and placed in operation terminals which are considered by those having knowledge of the requirements for the accommodation of shipping as being well planned and fully suitable for the economic handling of freight. These facilities are owned by the community at a cost of approximately five million dollars, comprising channels and piers together with freight sheds, railroad yards and handling equipment, constituting a workable port terminal. For this plant and for the business transacted through the plant, the community is paying an annual fee of $270,073.00, all of which is used in the payment of interest on indebtedness assumed in the construction of the port plant and its equipment, together with expenditures made on materials and general harbor development not credited particularly to the working plant and its operation. Our local port plant when compared with similar developments made in other seaport cities and the cost of same makes a favorable comparison and leaves no room for criticism as regards value received for our expenditures.

Big Tonnage Handled.

It may be interesting to mention what the community may be receiving

(Continued on Page Nine.)

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THIS IS THE PLAYGROUND OF THE PACIFIC NORTHWEST

Cannon Beach—Chapman's Point in Distance

Surf Bathing at Clatsop Beach

Over 50 Miles of Attractive Ocean Beach Invites the Tourist and Vacationist

Long in favor as the summer playground of the Pacific Northwest, the 50-mile stretch of white sand beaches which edge the Pacific both north and south of the mouth of the Columbia river are coming into fame as possessing resort and recreational attractions which have won national fame.

The charging waves of the world's greatest ocean dash against these smooth sand stretches, which are backed by a variety of terrain that constitutes a panorama of changing scenery of infinite charm, and provides opportunities for a variety of recreational endeavor of a kind surpassed nowhere in the world.

There is the quiet charm of the pleasant summer cottage, half hidden in the shade of towering pine trees that line the ocean marge; the seclusion of the camp site, located perhaps along the mossy grassed and willow bowered bank of a mountain torrent which after springing from heights above now flows quietly toward its joining with the sea, or again placed deep in a grove of towering Douglas firs beneath whose heights the warm summer winds linger, and where the balsam laden air soothes nerves worn to a tension by the strain of modern life.

There are thoughts for those who in seeking a place apart crave the restfulness and quiet of long lazy summer nights with their delightful accompaniment of cool nights which descend with the coming of landward breezes of the Pacific.

For the more active opportunities are presented in a never ending variety.

Some of the most beautiful golf courses in the world, streams teeming with trout and salmon, rocky points and islets where the sea fish eagerly take the bait, lakes inhabited by the game bass and trolling expeditions to the deep sea where the mighty Chinook salmon and his cousin, the silverside, reward the angler.

For the motorist there are long stretches of finely paved roads which lead through the wooded sections and along the ocean beaches and the beach itself which at low tide forms an immense speedway, as level as a billiard table, hundreds of feet and no traffic officers to hound the motorist.

For those who would rather do their exploring astride of a good saddle horse there are wooded roads, trails, etc., which offer a more intimate touch of nature that the gasoline traveled highways can never afford.

For the "hiker" who likes to get out alone with Nature and drive his way across her wildernesses or surmount her peaks, another vista is opened. Saddle mountain, one of the most beautiful and loveliest peaks of the coast range is within a short distance of the Clatsop beaches, the cliff winding trail of Tillamook head leads the walker far above the thundering waves of the Pacific where he watches the gigantic waves dash against the rocks at his feet and far on the horizon sees the great steamers bringing cargoes from the distant Orient to the mouth of the Columbia river. There are, too, the thousands of wooded trails garnished on each side by the luxuriant growth of salmon berries, red and blue huckle berries, evergreen blackberries, and the distinctive salal berry.

Deer range the valley of the Nehalem and black bear are easily found by the hunter who wishes to try his skill.

And, of course, there are the usual resort pleasures which accompany the presence of the ocean itself. Bathing on smooth sand beaches where the bather is watched by life guards of proven ability, where children may run at will and grow healthy and husky. Excellent natatoriums with large salt water tanks for those who do not wish to risk the surf.

Well managed dancing pavilions with excellent orchestras, skating rinks, bowling alleys, tennis courts, and a hundred other attractions.

To the more scholarly there is offered the appeal of spots hallowed by history such as can be found no where else in the Pacific Northwest and which can hardly be surpassed in the nation.

There is Haystack Rock on Cannon Beach, a towering monument of stone near the spot where an old Spanish Galleon laden with a rich cargo from the cities of the Incas went aground on the reefs and left only a few sea gnawed relics that guard her decks to tell the story of romance.

The visitor can sit in the midst of the ruins of Old Fort Clatsop where the Lewis and Clark expedition more than a century ago rested their weary limbs and enjoyed the mild climate of the Pacific. Glancing over the wide expanse of the Columbia river, where now the trade of nations centers, the mind can be directed to an earlier scene when the little ship Columbia, guided by Captain Robert Gray, the intrepid Boston mariner, made its way into the greatest river of the Pacific coast.

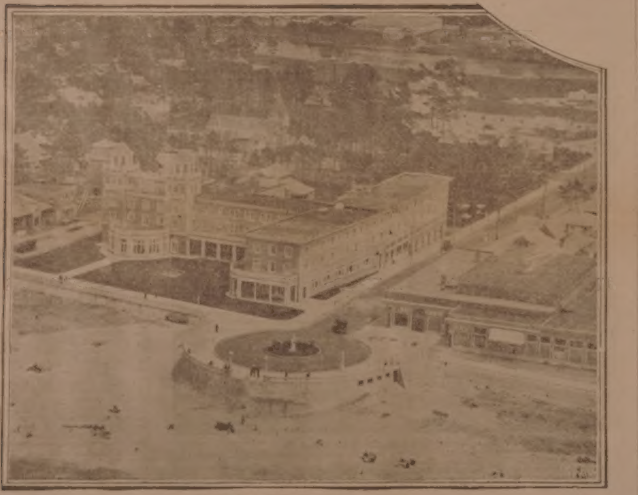
In Astoria itself the visitor can see the spot where John Jacob Astor's party in 1811 founded the little stockade trading post that has now become a large and thriving city.

Development of all these recreational features has been slow but the work has been accomplished in a way that has made the most of the great natural advantages of the district, the chief of which is a climate, which winter or summer, is surpassed nowhere in the world.

It is climate where flowers grow the year round, where the grasses are always green and where the extremes of heat and cold never come. The dangerous natural phenomena, such as earthquakes, tornadoes, violent thunderstorms, cloudbursts, etc., are entirely unknown.

The winters are uniformly mild, with little if any snow, and no temperature extremes, while the summers are pleasantly warm marked by lack of the depressing heat which at times prevails at widely advertised resorts in other sections.

A more intimate and detailed description of this delightful playground is appended below in the form of word pictures of the various resort communities which fringe the ocean edge and a more detailed description of recreational advantages, which may interest one or other type of vacationist.


Seaside Hotel, the Northwest's Famous Resort

Seaside

Largest and best known among the Clatsop county beach resorts is Seaside, the coastal capital of Oregon, and vacation metropolis of the northwest. This mecca of pleasure seekers is located but 18 miles from Astoria, on a bight of shore line where it nestles, protected from the prevailing winds from the ocean, by the majestic wooded heights of Tillamook Head, which thrust their way defiantly, almost two miles into the Pacific ocean.

Seaside has its history along with other well known spots in Clatsop county. That history starts back in 1805 when Lewis and Clark and their party of hardy explorers, selected the wide expanse of beach front as an ideal place to obtain their salt and placed their iron kettles on big ovens made from the rocks torn from Tillamook head by the lashing waves.

The next development as regards Seaside is recorded in its first development as a pleasure resort by Ben Holladay, at one time the transportation king of the west. Ben Holladay erected the Holladay house at Seaside in the era before roads and railroads and in the days when stern-wheel ocean going steamers were in vogue. The guest list at this famous hostelry, now torn down to make way for one of the sportiest and most scenic golf links of the west, is filled with names noted in the history of the development of this section, with a mingling of noted travelers from the east and the continent.

Since the days of Ben Holladay Seaside has undergone a steady and comprehensive growth. It has passed through the stages of a small and straggling group of cottages deserted in the winter until now it has all the attractions and facilities of the modern summer and winter playground.

Easily reached by rail, it is connected by paved roads from the interior of the state and is located on the great Roosevelt highway stretching along the coast of Oregon.

Seaside offers a great variety of attractions including a bathing beach, golf links, a river, boating, a beautiful promenade, sunsets, clams, crabs, fishing a dozen streams and in the ocean, hiking trails, paved roads, bridle paths, motoring, hunting, stores, natatoriums, dance pavilions, homes, auto camps and parks.

The proven pull and attraction of these pleasure facilities have been evidenced in the resort's development to a point where holiday crowds of from 5000 to 30,000 enjoy their outings here.

Another feature of Seaside's development has been its growth as a winter resort. Mild and equable winters during which gardens produce their blooms the year round, a delightful range of temperature, and an atmosphere of quiet and peace have brought to Seaside hundreds of persons who live there during the winter, a leisurely and soothing existence, with the summer crowds supplying the necessary change that gives life its wanted variety.

Gearhart

Gearhart, another far noted resort of the Clatsop Beach district, is adjacent to but differs in many ways from Seaside. Gearhart is not a city as the word is understood. It is a vacation area and holds the same place that Newport does on the Atlantic coast, Biarritz to the Bay of Biscay, and Ostend to the English channel.

Hotel Gearhart-by-the-Sea, the principal hostelry is an imposing structure erected on the knoll seaward of a far flung series of great sand dunes that confront the Pacific. In front of the hotel is a broad white sand beach that stretches north and south for 20 miles and forms one of the finest speedways in the world. Behind the hotel stretches a rolling plain on which the second oldest golf course in the state of Oregon is located and meeting this plain the gentle green of a fine stand of spruce timber, from which hundreds of summer homes peep forth.

This screen of timber is broken by Neacoxie creek, which offers boating and fishing facilities as well as presenting a series of scenic views of incomparable beauty.

Bathing, clamming, swimming, golfing, tennis, riding, and many other forms of recreation are the favorite pastimes at this beautiful resort.

Cannon Beach

For scenic beauty of the sterner and more majestic type, Cannon Beach, lying a few miles south of Seaside cannot be surpassed anywhere in the world and the mounting popularity of this resort has taken tremendous strides in the last few years.

Cannon Beach is a battle ground, where the promontories of the coast range and the waves of the Pacific engage in a titanic struggle, relieved only at intervals by the recession of the tides.

The battering ocean cavalry has pushed back the cliffs to form a wide sand beach, but in the retreat the rocky strongpoints have left outposts in the form of stern islets which still bravely confront the waters, and stretch up and down the coast, a far flung line of lonely sentinels.

Clamming, swimming, bathing, mussel gathering, hiking, and climbing are the principal pastimes at the resort, while thousands are content to drive their cars down the sandy beach and around the rocky points and marvel at the evidence of the gigantic power of natural forces.

North Beach

Resort attractions of this district are not confined to Clatsop county.

The Ilwaco Peninsula, north of the mouth of the Columbia river fronts the Pacific ocean with a wide expanse of white sand beach along which are located several fine summer resorts, the best known of which is Long Beach, which for years has been the mecca of vacationists from the Puget Sound district.

Facilities for devotees of golf and tennis are provided as well as the natural advantages offered for bathing, clamming, crabbing and fishing. Hotel facilities are plentiful and excellent.

The north beaches at the present time are reached by auto via the Columbia highway to Astoria, or by rail to Astoria, and then by ferry to rail or highway connections within a few miles of the resorts.

Golf

Seaside maintains a public course of nine holes. Short and reasonably sporty. Located within a few hundred yards of the Pacific ocean amid a grove of pine trees. Course bisected by a beautiful stream.

Gearhart maintained course within site of the Pacific ocean. Public course of 18 holes. Second oldest course in the state. In splendid condition.

Astoria Golf & Country club course. A private course of 18 holes of championship calibre. The nearest approach in the United States to the far famed course at St. Andrews in Scotland. All the year around play.

This course with the original course has the famous dune links forming the longest walking course in the world.

Ilwaco course—Nine holes. Open to public play. A new course on the Ilwaco peninsula, but well arranged and with the greatest natural advantages. A real test of golf.

Tennis

Tennis courts, of turf and asphalt type available at all of the Clatsop county and north shore resorts.

Fishing

Fishing of every kind and variety from angling for the elusive trout in the many rushing mountain streams that pour from the wooded heights of Clatsop county, to trolling on the bosom of the mighty Pacific for the Royal Chinook salmon and his cousins the silversides, may be enjoyed in Clatsop county.

This district is indeed an all-the-year-round paradise for the disciple of Isaac Walton.

Bass abound in the many lakes and sloughs, the rocks along the Pacific front are perches for the fisherman who is after sea bass, the frightful appearing, but luscious, rock cod, and many other strange varieties.

Trout streams are well stocked and during the closed season on trout the fisherman whips the lower reaches of

(Continued on Page Eleven)

Cannon Beach has No Equal for Scenic Grandeur

The Promenade at Seaside

SALMON ASTORIA'S SOURCE OF GREAT WEALTH

Receiving Salmon in Cannery Where Every Sanitary Condition is Complied With

Thousands Are Employed in Handling this Product Which is Astoria's Best Payroll

Thirty-seven million pounds of raw red salmon. The toll of web and hook from the vast silver horde that yearly enters the Columbia river. A tribute of nature that is snatched from its native element, carried to the floors of the canneries, and there swiftly and scientifically prepared and placed into cans, to go out again, this time on the streams of commerce that distribute the product to every nation on the globe.

The run of the Royal Chinook salmon and his cousins the silversides, bluebacks and steelhead, constitute an annual silver tide the ebbs and flows through the Columbia river and leaves behind an accrued wealth from $1,000,000 to [illegible] a year.

Some 10,000 to 12,000 people are annually engaged in this work in the Lower Columbia district alone including the fishermen themselves, the buyers, the packers, cannery employees, etc. At night the bosom of the great river is a mass of twinkling lights where the gillnetter drifts with the tide. In the old days it was a wonderful sight to see this immense fleet, each boat with its patch of gleaming sail coming sweeping in, but now they chug along to the popping tune of a gas motor—the beauty is gone perhaps but speed and efficiency are there.

Many Devices

It is not the gillnetter alone that the chinook, the steelhead, the blueback and silverside must dodge on its way to the spawning havens in the snow chilled sources of the river above.

Ere they enter the mouth of the river the troller is in their midst with deadly hook on a flashing spoon. Not long ago the purse seiner, heralded as the "death boat" that would sound the knell of the industry, was with the trollers, but legislation has effected his demise.

As they skirt the river's shallows and sandbars the fish may encounter the sweeping seine of a land man, one of the most picturesque methods of dragging the river long from the depths.

Many a visitor has exclaimed in surprise when strolling along the city's waterfront he has seen teams of horses [illegible] from what appeared to be a floating barge in the middle of the river and watched these horses and their drivers apparently step from little plank roadways into the middle of the swift current. His interest attracted he has watched the horses, the boats, and the men as the tide gradually ebbed and revealed that they were working on the shallow surface of a sand shoal.

Many of these people have visited the seining grounds and watched the scene, men deep in the water, struggling with the end of the vast web that brought to light tons of gleaming fish.

Again along some bank the unwary fish will bump up against the lead of some trap and the instinct urging him upstream will pursue the line of least resistance until he is caught in the maze of "pot" there to wait until started on his way to the canneries.

Canned Salmon.

There is no better food than the salmon and its reputation is world wide.

Lining the shores of the Lower Columbia, many of them in the city of Astoria, are the immense packing plants that draw the tons of raw fish from the river and turn them out in hermetically sealed and attractively label'ed cans, that in turn are carried in the big freighters to all parts of the world.

The salmon cannery is always a point of interest for the tourist. There was a day when the work of preparing the fish for the can was done by hand, when Chinese labor swarmed on the waterfront and when packing was a slower process. Nowadays the "Iron Chink" and numerous kindred machines take the finny game, clean, scale, gut, and cut it into the required sizes in a series of amazingly swift operations. It is then sealed in cans where safe in its own rich oil it waits, a tasty tidbit for the ultimate consumer.

Other Methods.

The Columbia river salmon satisfies the human appetite in other forms.

The fresh fish market takes its share and salmon steak is attractive enough to bring a price as high as 40 cents a pound.

Then there is the mild cure, following which the fish is sent in barrel-like tierces to Europe. Still others are frozen and shipped in the grip of salt and ice.

Propagation

Like the herds of buffalo that once roamed the plains of the middle west or the vast pigeon flight that darkened the skies, the salmon could not maintain itself in combat with human greed and ingenuity if raids upon the horde were not regulated.

On the Columbia river the fishing season is opened on May 1 and closes down for a ten-day period beginning August 25 to permit a portion of the run to reach the upper stretches of the river in order to propagate more of their kind. The season is then open again the rest of the year and the beginning of the next, with the month of March closed for the same purpose.

Little fishing is done after the month of September until February when a few of the boats are out after the most tasty of all salmon, the spring Chinook.

Regulations also prevail in the open season. Every week the taking of fish is halted from 6 o'clock on Saturday evening to 6 o'clock on Sunday evening in order to give the salmon a chance to run the gauntlet of web.

Not satisfied with this natural method of propagation the law has established hatcheries along the river where the eggs are taken and preserved during the early stages to be liberated to leave on their long journey once more to the place of their birth, drawn by some deep rooted instinct, and where, like those who bore them they must run the gauntlet of web.

Fishing on the Columbia river started on a commercial scale over 60 years ago, and today is continuing unabated while the other great streams of the world have been "fished out" years ago.

First Cannery

The first cannery on the Columbia was located at Eagle Cliff in the year 1866. That year 4000 cases were packed. (It is one of the ironies of fate that the first packer on the river sold out two years later because he felt that the river was fished out). Gradually the pack increased till 1895 when it reached 634,696 cases.

Hatching of salmon was started on the Columbia as far back as 1876, but the efforts were unscientific and productive of little apparent results. There seemed to be plenty of fish and most of those engaged in the industry didn't feel like "wasting" money in artificial propagation.

From 1895 the pack began to go down and in a few years those who had scoffed at the idea of the river playing out became alarmed.

The men who had scoffed at the idea that nature could not continually resist the inroads of humanity directed destructive agencies, unless this destructions was alleviated or repaired by artificial means, became doubtful of their stand and while many threw up their hands in despair with the idea firmly fixed in their minds that Columbia river fishing was at an end, others became converts to what was then the propagation experiment.

Early Propagation Efforts

The first attempts at propagation were made as early as 1876 and continued from time to time but there was little intelligent and businesslike effort devoted to the project owing to the lack of concerted support. However, this pioneer work furnished much valuable data that later became incorporated in the Oregon hatchery system.

It was not until 1909 and 1910 that the system reached a point of efficiency.

In the meantime the pack had steadily fallen and from over 600,000 cases in 1895 had dropped until barely 260,000 cases were packed in 1913.

It was at this period that the pessimists became convinced that the industry was doomed.

The propagation enthusiasts on the other hand were looking forward hopefully to the year 1914 when results of the successful hatching year of 1910 were expected to be realized.

Packers with years of experience on the river openly scoffed at these hopes and consequently when the 1914 season opened and the fish boats came in laden to the gunwales many were caught unprepared.

Run Gains Steadily

The pack in 1914 amounted to almost 400,000 cases and since that time has shown a steady gain except in 1920 and 21 when the inroads on young fish by the purse seiners badly depleted the runs. As the purse seines were abolished in the latter year, however, the upward trend was again started and has continued.

The pack for the present season will probably be a short one but the fact is attributed to certain disturbances of a political nature which partially disrupted the hatchery program, and to unusual climatic conditions which caused the heavy spring run to enter the river in advance of the fishing season. Practically all the spring run passed by the stretches of the river where commercial fishing is practiced before the season opened. Added to this was a fishermen's strike which swept the river clear of fishboats for the first 12 days of the season.

The greatest threat which now menaces the Columbia river fishing industry is the inroads on the natural spawning grounds of power and irrigation projects.

However the leaders of the commercial fishing industry now have a clear conception of this menace and are organized to protect themselves and in the majority of cases have won their demands that the salmon run be protected by the construction of adequate fishways and fish ladders, and by the screen of irrigation ditches.

The industry is too important to the welfare of the peoples of the states of Oregon and Washington to submit to further man-made menaces.

The box manufacturer, the printer of labels, the can maker, the boat builder, the twine and net weavers, the ship chandlers, the fuel dispenser, the employes in the canneries from the manager to the receiver of fish—all are interested in the future of this industry which produces so much new wealth to our state each year at a nominal cost in the operation of hatcheries and the patroling of our streams compared with the returns.

THE LORDLY CHINOOK.

This one weighed 65 pounds. From left to right the men with this Chinook are W. F. McGregor, president First National Bank; W. S. Hamilton, Altoona Packing company; S. S. Gordon, cashier First National Bank. Mr. Hamilton is six feet tall, and the salmon alongside him was four feet nine inches in length.

Canned Salmon Ready for Shipment

Early History of Astoria as Related by Indian Woman

Editor's Note—The following interesting story is taken from the 50th year edition of the Morning Astorian which was published on August 28, 1923. Since that date Mrs. Jurhs has passed away.

Mrs. Kate Jurhs, who resides in Warrenton, just five miles west of Astoria, has the longest strictly Clatsop county pedigree of any resident here or anywhere else. Her ancestry dates back on both sides to long before there was any Clatsop county, for Mrs. Jurhs is a full blooded Clatsop, the last surviving member of that great tribe.

Many changes have occurred since Kate Tostum first saw the light of day in the Indian village on what is now the government reservation at Fort Stevens. This important incident in her life occurred about 1857, as best she can determine, and according to her mother's Indian version of the time, she was born in strawberry picking season.

Mrs. Jurhs now lives in one of Warrenton's prettiest cottages. Her garden is a mass of roses and other beautiful flowers. Her house is cozily furnished and is spick and span from cellar to garret. She is of a very genial disposition, is entirely happy with her lot and has raised a family of eight children, four of whom are living and grown up. At the present time she is living alone and is greatly appreciated by her neighbors.

"I was called by the Indian name of Tsi-tsa-he-lus. My father was Tostum, who was the last chief of the Clatsop tribe. I well remember the large house in which my family lived with other Indian families, for it was the custom of the Clatsop Indians to have many families live in a single house. I dare say some one may accuse us of being the originators of the modern apartment house. The house was large, roomy and clean. It was no insignificant affair. It measured fifty fathoms long and thirty fathoms wide, a building which in these days would cover a good sized city block. It was built of plank and clapboards hewn by the Indians, and was an excellent house in every particular. There were two rows of fires running lengthwise in the house. In the center were the benches or bunks. The house was the home of many Indian families. I would estimate that there were about thirty other families besides our own who occupied it. The fires were used for cooking and warming, and the smoke went out through openings in the roof. The house was dry and comfortable at all times.

Old Home is Destroyed.

"After the establishment of Fort Stevens my father Tostum moved his family further down Clatsop Plains to what is now the West place. As chief of the Clatsop tribe he assented to the establishment of the fort. The Clatsop Indians were always on the friendliest of terms with the whites and never waged war with them. But after the soldiers came to the Fort he deemed it better to move his family and the tribe away. Five days after leaving their large tribal home it was totally destroyed by fire, the impression being that it was incendiary origin.

"One of the greatest Indian chiefs of the Clatsop tribe was the great Coboway. At his death my father became the chief of the tribe. He was a nephew of Coboway and was selected by Coboway to succeed him.

"The great house in which the Indians lived served them as their kitchen and storehouses as well. It was over the fires that the salmon was smoked or dried. Their berries were prepared so that they could be used in the long winters. For while this was a land of plenty, yet it was necessary to be provident, as the wealth of food came for the most part in the spring and summer seasons.

"For the preparation of the salmon, a rack about six feet high was constructed on which the fish were laid, a slow fire was made and the fish slowly smoked. The salmon were also dried in a similar manner. The processes while somewhat similar, yet were different, and the resulting product not at all alike.

"Berries were also prepared for winter's use. Sallal berries were perhaps the favorite of the native Indians. The berries were pressed or moulded into a compact mass, which I would say rather resembled a cake or a cheese. I can tell you that it was good. My mother in particular excelled in making these foods appetizing. How I wish that I could enjoy a piece of salmon smoked as she smoked it, and some of her wonderful prepared sallal berries. The smoked salmon of today is not in any wise to be compared with the salmon that she made.

"When I was sixteen or seventeen my father died. I do not know where he is buried. We Indians never talked of our dead. When they left us we buried everything that they possessed on this earth with them or destroyed this personal property. In later years we had to resort to this latter practice, as the white man was not as considerate about our graves as we were and would often rob the graves of the Indians for their possessions of their lifetime.

Attended White Schools.

"Although a full blooded Indian, I was brought up rather in the manner of the whites. I enjoyed the privilege of the schools which were established here, and certainly did enjoy going to school. At the time of my going to school my father lived on the Skipanon, at what is now known as the Finn Warren place. Two small logs were felled by him to cross this stream, and I regularly crossed it on hands and knees carrying my lunch pail in my teeth. I walked to the school. Quite a contrast to these days when there are automobiles plying along the highways for the sole purpose of carrying the children to and from school.

"This old picture was a prized possession of my mother, who had given it to a sister of mine who died. My mother had broken all of her other treasures, but asked me if I would like to have the picture to remember my little sister by. I have kept it all of these years. It is a piece of lustre wear, and I understand that it is very rare today. It was procured by our family from the Hudson's Bay company store. There was one at Astoria and another at Chinook. Birnie conducted the Astoria store, while the Chinook store was run by Duchesney.

"Yes, we had good times. I remember well the dances that we had. They were glorious affairs. I was considered the best looking Indian girl, and was generally taken to be part white, but such was not the case. My mother's skin was very fair and her hair was wavy. She was of the Quinault tribe, and married my father, although my mother was of Clatsop stock, for her grandmother had left the Clatsops with five other maidens to wed into the Quinault tribe. She often spoke of this and of her pleasure of coming back into the Clatsop tribe again.

"The badge of aristocracy in our tribe was the flattened head. None but the free members of the tribe were permitted to flatten the heads of their children. Slavery was practiced among the Indians of the northwest. The captives of war were considered slaves and were sold. Two fathoms of Indian money, wampum, would buy a slave. Five Indian blankets would buy a slave child. My father had five slaves, which he purchased. They were treated kindly, really as one of the family, but the broad distinction of caste nevertheless existed.

"At the dances to which we went, Fiddler Smith, or as we called him in the Clatsop tongue, Din-din Smith, furnished the music, and such times we had. If it were not for the rheumatism, I feel as if I could still dance quite as well as in the days gone by. But the new jazz music isn't quite up to my liking as a standard of music. It certainly does not compare with the times that Din-din Smith reeled off his fiddle.

Clatsops Peaceable Tribe.

"The Clatsop Indians were a peaceful tribe. They lived in a land of plen-

(Continued on Page Ten.)

Seining is One of Methods Used to Catch Salmon

Cannery Floor Showing Part of Net Racks
Union Fishermens Co-Operative Packing Co. Astoria, Ore.

Traffic Handled by Port of Astoria Runs Into Large Figures

(Continued from Page Six.)

There have been two attempts to reopen the case but the Interstate Commerce commission denied both petitions.

Large Volume of Wheat

In spite of this handicap the Port of Astoria has handled a large volume of business from the few independent foreign companies and farmer organizations who have been trying to break into the northwest wheat export field with varying degrees of success in competition with the small group of old established large companies who own their own terminal facilities, country warehouses and buying agencies. As a result of its reputation for efficient handling the Port of Astoria has been favored with business from these newer firms not receiving more only on account of the rail rate differential from a large part of the wheat producing area. With a growth in number and size of this type of exporter Astoria should benefit proportionately in wheat exports.

The Columbia river as a whole is greatly handicapped in attempting to compete for any of the high class trans-pacific traffic by the lack of steamship service of a class and speed to compete with the combination passenger and freight lines operating from Puget Sound and San Francisco and consequently very little of this business is now handled.

The development of this class of traffic on the Pacific has been greatly retarded during the past several years valley, for example. It is necessary therefore to concentrate on attracting the movement of these interior produced commodities from equal rail rate territory moving to the same markets as our present limited variety of locally produced tonnage.

Wheat is shipped in quantities large enough to make its movement more or less independent of other commodities. When the docks and grain elevator were constructed rail rates from almost all of the entire districts in eastern Washington, eastern Oregon and northern Idaho, know as the Inland empire, were equal to all northwest ports. During the war and the two years following the facilities were sometimes crowded to the limit and at times could not handle the grain and then in the bitterly contested Columbia basin rate case in 1921 the Interstate Commerce commission allowed Portland a differential of 10 per cent under Seattle, Tacoma and Astoria on rail rates from all territory south of the Snake river. **The effect was** apparent in the following years when wheat exports from Portland increased and from the other ports decreased.

by the chaotic conditions in China which have made it impossible to do more than a fraction of the business available under normal conditions. With the continued industrial growth and development of the latent resources of the northwest, more particularly that portion tributary to the Columbia river, and the stabilization of conditions in the Orient, it is only logical to expect that larger and faster ships will be attracted to the Columbia river. The Port of Astoria should then be in a position to capitalize on its location and reap the benefit it should derive from the geographical advantages over competing ports.

Hoover's View

Speaking of foreign trade, Mr. Herbert Hoover, Secretary of Commerce, recently said, "There is no subject of more intense economic complexity. It is a maze of different phases of production and distribution, international relations, international finance, merchant marine, tariffs, trade discriminations, government controls of raw materials, allied debts, the fashions, weather, and the shift of economic movement of all sorts."

With the present aggressive competition between ports, railroad lines, steamship lines and all of the various interests in the intricate web of modern transportation, continuous and persistent effort is required to secure a share for a smaller and newer port. It is the aim and intention of the present port administration to keep informed on the Pacific coast, on the alert to prevent discrimination against us and to overlook no opportunities to further the general interests of the port and community, while also cooperating with other local public bodies and individuals in an effort to secure further industrial development in the port district.

Trade is Developed By Port of Astoria

(Continued from Page Six.)

in return for this annual expenditure necessary for its port plant. The tonnage handled over the Port of Astoria terminals for the years 1923, 1924 and 1925 totals 1,237,047, or an average per year of 412,349 tons of freight.

It has been carefully estimated by various ports throughout this country that the expenditures per ton of freight handled over a terminal leaves to the community in monetary return to the community calculated as running from $1.48 to $1.65. The Port of Astoria has on various occasions estimated the monetary return per ton of freight on the average of a year's business and such estimates is made up from the added average expenditures made by the steamship, by the carrier, by the transportation companies, the payrolls of longshoremen and stevedoring work, the small quota added from repairs to vessels while in port, the transient value of shipping agents, local inspectors, federal agents, etc., all of which constitute the aggregate expenditure of the water carrier while in port, and the cost of transferring and handling the business.

Therefore, by taking our above annual tonnage over our public owned terminals only on the basis of 400,000 tons per annum at $1.65 per ton, we have a monetary expenditure in the community of $624,000.00 per annum, or about 300 per cent return on the annual interest fee paid by the community for this circulation.

The above figures are a close approximate for the past three years and will of course vary from year to year but they serve as an example to illustrate what the value of port development has been to the community.

Community Benefits

There are many other community benefits that have been enjoyed and which have been a natural sequence to port development. Foremost among these may be mentioned the Port's Dredging Department and its equipment. This equipment has not only saved the community money in the cost of operation of its own port terminals, but has worked materially throughout the port district for the maintenance and development of all worthy projects tending to maintain and increase maritime commerce and the upbuilding of tonnage producing industries. It has made possible the low cost of construction work to the city and county, all of which has reflected advantageously in the pocketbooks of the individual property owner.

No one will question but what there have been many small local developments that have taken place in the community as a result of the establishment of the port facilities, each of which in a small way has added its quota to the welfare of the community.

Development and increase of business has seemed slow and so often become impatient without a careful analysis of surrounding conditions and the highly competitive business in which we are engaged, but with the present economic principles under which the Board of Commissioners of the local Port are managing its operation and maintenance, together with the alert supervision of its officials and sound judgment in the decisions rendered on matters pertaining to the benefit of port matters by the Commissioners, the local Port development cannot help but continue to grow and with its growth eventually result in attracting attention of transcontinental and trans-Pacific transportation companies as a terminal point where economy in time and transportation expenses will demand the establishment and development of greater port facilities, for all authorities agree that within the next twenty years the Pacific Ocean will be the pathway for the greatest commerce the world has ever known, and we on the Pacific Coast, and particularly we who have developed port facilities and equipment, cannot help but prosper with the inevitable growth of commerce.

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Columbia River Packers
Association, Inc.
Astoria, Oregon

EARLY HISTORY OF ASTORIA

(Continued from Page Eight)

ty and willingly shared their paradise with the whites. They could fight for the protection of their homes and never hesitated to do so. I remember my father telling me of a surprise that had been planned by the Ku-li-sts who came down by way of the Pacific Ocean with five large war canoes filled with warriors. Landing at what is now Fort Stevens, the fleet was discovered by one of the Clatsop Indians, who, when he found out their numerical strength ran to the Indian village and apprised them of the danger. This runner was the best runner of the tribe and was reputed to be able to outrun a horse. Although the attacking party lost no time in reaching the Clatsop village, when they did arrive, the warriors of the Clatsop nation were prepared to receive them. And such a reception. Out of the entire attacking party but two survived, just enough to carry the message to the Ku-li-sts to the effect that it would be foolhardy to attempt to wage war on the Clatsops, for they were fierce warriors and always destroyed their enemies.

"With the white men we never waged any war. They married into our tribe and taught us the art of husbandry and the use of tools. They learned from us the art of fishing. My father was a very skilled mechanic, was so recognized by the Indians, as he built their large houses and canoes, and was also much sought after by the whites on account of his mechanical ability.

"Any white men who came into our domain generally remained. Our tribal legends tell of many incidents concerning shipwrecked men cast up on our shores who remained with us. I remember my parents telling me about Konape well. He was a castaway whose ship was wrecked near Neahkahnie. He was a white man. The place now called Hammond was known in the Indian language as Sunape.

"My father tells that as a young man he was engaged by the white people to lead them overland with stock. Leaving Clatsop Plains with another Indian and a party of whites they all went to Vancouver by canoe, where they purchased the stock, consisting of horses and cattle. This was then driven down overland by following Indian trails.

Days of Darkness.

"When my mother was about fifteen years old she tells of a time when it was dark for two weeks. It was almost impossible to distinguish day from night. The men went out to fish at night. She was not able to give me any explanation of this phenomenon, nor have I ever heard of any since. Someone remarked to me at one time that it might have been caused by the great forest fire that raged in southern Oregon during the summer of 1854, but of this I cannot speak with any definiteness.

"I have been asked at various times to dress up in the Indian modes, but I have lived in the civilization of the whites too long and consider it off the march of a lady to [illegible] to all in the simple and primitive manner which the [illegible] used in bygone days.

"It may [illegible] the [illegible] that in this paradise in which we lived that we had no work to do. This is not true. There was much to do. The men fished and hunted, and the women made their nets, robes, clothing, and raised the family. We made a twine out of grass. With this twine we wove a net similar to the nets which are today in use by the Columbia River fishermen. Clothing was made of grass, and we took the inner bark of cedar, hammered it with a stone, from which we got a sort of fabric. A goat was killed, the skin cut up in strips, and this was woven into blankets. We often got buffalo hides by buying them from the Indians way to the east.

"I remember my first visit to a store. With my mother I visited Henry Green's store in Astoria. It seemed to me like a dream. Even today as I look back upon it, it is one of the most interesting events of my life.

Copy of Treaty.

"I still have one of the original copies of the treaty made by the government with the Clatsop tribe of American Indians. My father's name appears first on the list of signing for the tribe. The names of other tribesmen also appear on the list. The treaty was concluded in 1851 and by it our tribe ceded to the government of the United States all of the wonderfully fertile lands of Clatsop Plains and many thousands of acres of the country's finest timber at this give-away price. The price to be paid was named in the treaty as $15,000, the payments were, however, extended over a period of ten years, so that in reality all that we could have obtained under the terms of the treaty was what would have been a fair rate of interest on this sum.

"The payment was for the most part in goods, in which were enumerated the number of pairs of pants, the number of cases of salt, the number of blankets and the number of yards of calico and so on through the list. Even at the present high cost of living with commodities costing so very much compared with bygone days, the rate set down by the agents of the government were staggeringly high. This, however, is not the worst of the transaction, for the Indian agent, who represented the government, regularly made the Indians pay for the goods that they obtained from his store, so the poor simple and confiding people were properly swindled.

"Nothing was ever done for any of the people of my tribe by the government in the later years. Other tribes have fared exceedingly well. I know of my own knowledge that the Klamath Indians in southern Oregon are all rated as wealthy. Our tribe never received anything. It did not even receive what it was entitled to receive under the terms of the treaty it made with the government.

"I have told you that the Clatsops were a peaceful nation. They welcomed the coming of the whites and treated them as brothers. Their [illegible] was upon the government [illegible] of them have been rewarded by having large grants made to their surviving members.

"While I feel that the members of our once powerful tribe have not been properly treated by this government, I am still a loyal American. I gave my sons cheerfully as soldiers for the United States in the Great War. One of my sons was gassed in France. While he came back from overseas, I have not heard from him for several years, and sometimes I feel that he may be lost to me, for he was always very regular in writing to his mother.

"I do not feel any bitterness toward the government, for I do feel that my people have not been treated altogether as right. Perhaps when I am gone this great government will do something for the descendants of the great tribe to whom I belong and whom I love so much."

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Chums—"Sextant"
Pinks—"Southern Beauty"

Astorian Want Ads Bring Good Results

Second Welch Residence Built in 1850

Third Welch Residence

The Story of One of Astoria's Early Settlers and Pioneers

(Continued from Page One.)

not interfered with more than threats.

This building answered for a home until 1850 when Mr. Welch determined to build himself a more palatial mansion and fixed its location on lot 1, block 17, Shively's Astoria. During the period from the building of the first house the town had been changed from "Fort George" to Astoria, and the United States was in possession, with Major Hathaway in command. A portion of the town had been set aside for military purposes and where Mr. Welch was building the house was a part of the reserved property. The palatial mansion was in the first stages of construction when Major Hathaway called in person and ordered that the work should be stopped. James Welch who was then in the prime of early manhood and a man ever daring to express his convictions, said; "Major, the Hudson Bay company could not stop me from building that little home of mine over there, 'pointing to his then present home' and you cannot stop me building this one except by violence." Major Hathaway retired and not only did not interfere with the work but became a good friend of Mr. Welch, and was an honored guest at the house warming when it was finished. It was framed out of small hemlock poles peeled. The siding was split out of spruce logs cut near where the present water works are located on Irving avenue.

The finished lumber came from Hunt's Mill near Clifton, Ore., and cost $200 per thousand, but the crowning glory of the building was the white pine flooring which came around the Horn to San Francisco, Cal., and then brought up to Astoria for the purpose. Social dances were frequent then as now and to dance on a floor that had come from New York was a novelty and put new life into the dancers as well as the fiddlers. In this house were born Susan Smith Welch, Mrs. S. F. Wood, Daniel H. Welch, Mrs. M. I. Hyde, Joseph Frederick, James William and John Wesley having been born previously. Daniel H. Welch and Mrs. S. F. Wood of this city are the only surviving children, and have lived continuously in the same block since they were born. There are many grandchildren and great-grandchildren of Mr. and Mrs. James Welch still living. With the progress of events this old landmark was finally moved to Lot 12, Block 17, and after a few years was torn down for sentimental reasons. It was the first residence in Astoria that had machine-sawed lumber in its construction. Mrs. Welch built her final home, a very large and beautiful house, on Lot 1, Block 17, Shively's Astoria, from which lot above mentioned home had been removed.

James Welch, the pioneer who built this home, was of sturdy character. He feared neither the rigors of a trip across the plains, the Hudson Bay company, nor the order of Major Hathaway, then commander of the post. Such men made the West and he was moulded in the same kind of clay that has made the United States what she is today. He was a philanthropist and did much to make Astoria a city, was commissioner of this city, donated Lot 12, Block 113, Shively's Astoria, now corner of Fifteenth and Franklin avenue, to the First Methodist church, which was the first church built in Clatsop county, and on which block a part of the military barracks were located. Mr. Welch donated Block 93, in Shively's Astoria, called Hillside cemetery, to the City of Astoria for cemetery purposes only. Mr. Welch was principal owner of the water system of this city and was the instigator of same; also a large owner of the Farmers' Wharf company, was interested in Hunt's mill located at Clifton, also part owner of Marlin mill located at Tongue point, and was interested in the salmon packing and shipping of same. So his busy life ran along and finally his health gave away, and on September 29, 1870, he died while on a visit with his wife and daughter, Mary Isabelle, at the home of his son, James William, in Walla Walla, Wn., and his body was brought to Astoria and placed in the family vault in Hillside cemetery, where it remained for a number of years and later all of the Welch family were removed to Ocean View cemetery, Clatsop county, for their final resting place.

Mr. and Mrs. James Welch were the first white family to make their home in Astoria, then a trading post, and when we think of Astoria of that time we wonder at the physical courage and fortitude, the serenity and happy contentment that enabled her to at once set to work to help her husband make a home on the banks of the Oregon with only a few companionable people of the post and surrounded by dense forests, wild beasts and Indians. To more fully illustrate the indomitable courage of Mrs. Welch I will relate the following incident:

It was the custom of the Indians on the death of a chief or Indian of note to bury their slaves with the dead. On such an occasion soon after the arrival of the Welchs in Astoria, a slave who was to be buried with her master came running to the Welch home for protection. Mrs. Welch took her in and stood guard over her and bravely refused to surrender the refugee after repeated demands of the Indians, thereby breaking up the barbarous custom of sacrificing human life to a superstitious custom of the Indians at the mouth of the Columbia river.

Nancy Dickerson Welch was inured to the privations and hardships, the toil and danger of the Ohio pioneers. She lived with her parents until about 20 years of age, who in the meantime had moved into Iowa, and was then left an orphan by the death of her parents, with nine brothers for whom she thereafter took upon herself the duties of mother, father and housekeeping. We have heard from her own words how she performed the manifold duties for that numerous family of young brothers. So her busy life ran along until March 12, 1840 when she married James Welch and early in 1843 they, with a number of families, started for Oregon. While these reminiscences are meager I cannot close without alluding to her eminently patriotic love for her own adopted Oregon. In the fall of 1894 Mrs. Welch in company with her youngest daughter, Mary Isabelle, for the first time in all these years, visited the scenes of her early life, visited her brother, Luther Dickerson in Iowa, and attended the great World's exposition in Chicago, which she greatly enjoyed.

Mrs. Nancy Dickerson Welch, at 6:30 Tuesday evening, February 11, 1896, surrendered this life to the God of her fathers, while in her home. The funeral took place from the large family home and the extensive grounds which surrounded the house were packed with sorrowing friends who followed all that was mortal of Mrs. Welch to the family vault in Hillside cemetery, where she was placed beside her husband and children. The services were conducted by Rev. E. G. Hollinger, pastor of the First Congregational church, of which Mrs. Welch had been a member for a number of years.

Nancy Dickerson Welch cabin No. 6, Native Daughters of Oregon, was organized November 9, 1899, at Astoria, Ore., with 22 charter members.

This cabin held at charter from the state of Oregon, and was named in honor of this pioneer woman, the first white woman to make her home in Astoria.

To close this narrative, I will say that the location on the top of Coxcomb hill, which happens to be located in one of God's most beautiful spots of His world, is the very spot that James Welch, the pioneer, had set aside out of his lands to be used for the high surfaced reservoir water system for the city of Astoria. He also often spoke of its being a wonderful location for just such a purpose as it is being used for today—the memorial column in honor of the discoverers of the Columbia river and founders of Astoria, Capt. Robert Gray, John Jacob Astor and Lewis and Clark.

A few years ago said ground was sold to the city of Astoria for park purposes by the eldest daughter.

Clatsop County Was Organized Seventy-Three Years Ago

On September 2, 1850, 76 years ago, the county seat of Clatsop county was established at the John Wirt place at Lexington now a suburb of the city of Warrenton, or better known as Skipanon Landing.

The first journal of Clatsop county proceedings show that a meeting of the Clatsop county probate court was called on that date pursuant to a recent enactment of the state legislature. The composition of the court at that time was William Gray, judge; David Ingalls, judge, and R. McEwan, clerk.

About 1854 the county seat was moved to Astoria to property deeded to the county for the purpose of erecting a court house thereon. The structure was a small building and occupied only a portion of the block on which the present building stands. The matter of its construction, however, occupies many pages of the old records.

Agitation for a new court house was begun in the late 90s but it was not until 1904 that the present structure which occupies an entire block was put under construction. The county officials who governed Clatsop affairs at that time were C. J. Trenchard, county judge; Andrew Young, C. C. Clarke, William Larsen, C. C. Maston and John Frye, commissioners.

Early Conditions.

At the time of the first sessions of the Clatsop county governing body conditions were vastly different throughout the county. Roads were practically unheard of and no municipalities existed, the court and commissioners having jurisdiction of affairs in a general way.

Much of the matters coming before the commissioners aside from the probate duties of the courts deals with requests for the surveyings of routes for roads. Settlement of the county in a general way was just beginning and the demand for transportation facilities was constantly increasing.

Hardy pioneers were at work carving out fields from the spruce forests where today fine agricultural acreage exists and the few cattle that were in the county would be lost in the immense dairy herds of today which are fast bringing Clatsop county to the front as one of the greatest dairying sections of the country.

Today Clatsop county has one of the finest systems of paved roads in the country and the work is still underway with almost a half million dollars being devoted to road projects during the calendar year.

Over 50 Miles of Attractive Ocean Beach Invites You

(Continued from Page Seven.)

the streams for the gamey steelhead salmon.

In addition to the fishing there are the great beds of the big razor clam, which grows six to seven inches in length and provides the finest eating in the world. Thousands enjoy the thrill of digging these delightful bivalves from the sands of the beach each year.

On the rocky points the mussels are in unlimited quantities and the epicure has abundant opportunity to grace his table with this unusual but delightful food.

Auto Trips

The county is crossed by miles of good roads leading to places of unusual scenic beauty. Miles of fine paved roads and excellent macadam roads. Camping spots of the kind you have been looking for. Where you are really away from civilization and alone with yourself and loved ones.

In all, thousands of words could be devoted to the many attractions of Clatsop county, and the visitor will find his days filled with delightful experiences from his first pilgrimages to the spots hallowed by history to his final journeys to great seining grounds on the Columbia river where horses and fishermen live for months in homes perched high on piling above the river bed and venture forth on the river sands at low tide to take their toll from the salmon hordes.

Hunting

Clatsop county's lakes and sloughs are the resting places for myriads of ducks during the winter months.

The wooded hills and forests have their quota of black bear and bob cats.

Deer abound in the Nehalem valley.

Come to Clatsop county and get your bear hunting.

Hiking

Trails galore. Saddle mountain, the most prominent peak of the coast range. The Tillamook head and Neahkahnie mountain trails which wind along rock cliffs far above the pounding Pacific surf. Wonderful wooded lakes and a hundred other attractions. The Angora club, a popular hiking organization which makes a trip each week-end, and welcomes the company of any visitor to Clatsop county.

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SALMON FISHING INDUSTRY

Importance, Value, Protection and Propagation

One hundred and twenty-five years ago, on August 5, 1805, members of the LEWIS & CLARK exposition, travelling the banks of the Lemhi River, discovered salmon in the stream. This is the first authentic report of the presence of these fish in northwest waters and can be considered as accurate. The Lemhi flows into the Salmon, the Salmon into the Snake and the Snake into the Columbia. The exact place of discovery is set at a point about 30 miles above the conjunction of the Lemhi and Salmon Rivers, 10 miles from the summit of the Rocky Mountains. At this very point the Government maintains a salmon hatchery at which were released 12,000,000 Chinook fingerlings in June and July.

The report of this expedition relates that the supply of flour had been exhausted, about the time the salmon were found. The fish were caught, dried, ground into flour and a form of bread prepared for the expedition's use. It is quite possible that the fresh supply of food secured in this manner contributed largely to the success of the expedition and enabled its members to complete their journey which otherwise might have proved a failure when on the immediate threshold of success.

Salmon were plentiful then and salmon are plentiful now. But the present and future runs of salmon are and will be dependent upon the measure of success attending artificial propagation which must supplant, at any rate supplement, nature, in her efforts at reproduction. In the face of reduced spawning areas by dam construction and other hindrances to natural reproduction, and the increased demand for the commercial product, it is imperative that strenuous effort be put forth to make the reduced areas as productive as may be possible; otherwise power and irrigation development will speedily result in extinction of this fish.

Early Columbia River days are of such historic consequence that every school child is familiar with their history but less is known of early fish history, what it has been, what it is today and what it may become. And yet the answers to these questions will spell success or failure to many thousands now directly or indirectly engaged in the fishing industry. And the early, intelligent consideration and solution of fish problems will mean the preserving to this state of one of its greatest and most valuable resources.

HISTORY AND VALUE

Commercial salmon fishing on the Pacific Coast began in California in 1864, and in 1866 a cannery was opened and operated at Eagle Cliff, Wshington. The first year's pack was 4000 cases, each case containing 48 one-pound cans. Since this time, and continuously, the Columbia River has been fished commercially and is the only salmon river in the world where intensive fishing over such a period of time, has not depleted the supply of fish. As knowledge of the food value of salmon spread, demand for the product increased, and with this came the use of new types of gear and countless fishermen, to catch the fish and supply the ever increasing demand. Despite which the run of salmon has been maintained by the adoption of modern hatchery methods to supplement nature. Since 1910, at which time coherent effort was made to increase artificial propagation, the runs of salmon have been steadily on the increase. The peak was reached in 1895 when 630,000 cases were packed. The aggregate value of the canned product to date is approximately $165,000,000, and the value of frozen and pickeled would increase this enormously. It should be observed that the 1895 pack was under natural conditions of spawning and reproduction before man took a hand and destroyed much area formerly used by the salmon. The problem is to maintain the standard and value of this resource by scientific artificial methods in a materially reduced area following upon development of the interior empire.

Fish culture work must be extended and intensified by increasing the number of hatcheries, liberating more fingerlings, providing adequate fish ladders, guarding against pollution, and preserving sufficient spawning areas, and generally endeavoring, by artificial methods, to secure an approximation of natural conditions. It will avail nothing to hatch fish, provide adequate escapement or regulate gear unless the following safeguards are provided: Screen ditches to prevent the young fish from perishing on the meadows; adequate fishways over dams to allow adults to return to the parent stream, and immediately take steps to return the waters of the Columbia to their original purity.

CHIEF ENEMIES

The perpetuation of the runs of salmon in the Columbia River is menaced by irrigation, hydro-electric development and pollution of streams. The two former are serious and are responsible for the loss of that great spawning area which has already been cut off—but pollution spells certain death to fish life. The filth from cities, chemicals from paper, woolen and other mills and factories, are all cast into the streams in utter disregard of the law, menacing the public health and ultimately destroying every vestige of fish life. Could financial interests and civic bodies be brought to a realization of actual conditions, they would immediately insist upon adequate steps being taken to protect the salmon industry. Between one-third and one-half of the salmon nursery in the Columbia River has been lost through the development of irrigable lands and hydro-electric projects, while less than one third of the actual tributary area of the Columbia has been cut off to date by the development of the inland empire. The most favorable streams for salmon culture have been found favorable and developed by irrigation and hydro-electric projects. Slowly, but certainly, the advance of civilization creeps upon this territory we must protect and unless the salmon nursery in the Columbia River is zealously guarded the runs will be reduced to such an extent that packing of salmon will cease to be profitable.

The construction of one of three major dams across the Columbia at Priest Rapids, Grand Coulee or Umatilla Rapids is inevitable. That extensive territory with its vast possibilities will be developed in due time, and it is only reasonable to expect to see the spawning area of the Columbia Basin as it is today, reduced 50 per cent by the construction of any one of these proposed dams. During the past years the entire blueback spawning area, with the possible exception of Okanogan and Arrowhead Lake District, has slipped through our fingers, and it is a most regrettable fact that this loss could have been averted had the upper reaches of the river been given the consideration which is now being given them.

However serious the situation may appear it is by no means a lost cause. It is however, a losing cause, and needs a full and appreciative understanding of the true situation, in order to adopt and follow through, adequate remedies. It is a cause that may result in speedy extinction of the salmon or may result in the adoption of methods that will preserve and even increase the fish product. A constructive program must be mapped out and attentively pursued to its end. The state and its citizens will sustain an irreparable loss and financial damage which will manifest itself forcefully in a very few years, upon our industrial and commercial life, if a general awakening does not unite all together to cooperate to save the fishing industry. Indifference, based upon the assumption that nature will take care of the situation, will soon mean the junking of fish industry investments.

PROTECTION METHODS

Scientific methods must and will be employed to determine steps necessary to correct existing evils and to effect remedies.

First, escapement. To determine at what periods it is sufficient or insufficient. Fish will be tagged during closed week ends, released and checked up on the spawning grounds. This will reveal the destination of the several sub runs and make it possible for the fish culturist to direct his efforts on that part which requires his aid. By intelligently pursuing this plan it is felt that June and July runs can be rebuilt.

Second, destruction. Including dams, irrigation, predatory agents, pollution, etc.

Third, Propagation. Relative efficiency of natural and artificial. The full worth of artificial propagation is recognized since the introduction of modern hatchery methods, which took shape in 1909 when the Washington Legislature made its first appropriation for feeding young fish, bill introduced by Senator McGowan. Unknown oceanic influences, silver freezes, draughts and freshets in the upper reaches of the river evidently destroy natural deposit of eggs. There is apparently a low percentage of fertilization in natural propagation. However, with all these drawbacks, the results of a natural deposit are of utmost importance. With the highly efficient artificial work of today to assist nature there should be no more lean years, provided common sense is used.

The magnitude of this industry may be understood by an examination of authentic, reliable reports of the operation. 39,022,070 pounds of fish were taken from the waters of the Columbia River in Oregon and Washington last year. Idaho figures not available would swell this total. Approximately 35,000,000 pounds of fish were packed and the remaining 5,000,000 pounds were shipped as a fresh, frozen or pickled product. The liberations and pack of 1922 naturally led us to expect 1926 to be a poor fishing year as it has proven to be, but by the same token the next three years should be good or better than average years as the following figures indicate: Annual pack in Columbia River by cases, for 1922, 374,420; 1923, 468,873; 1924, 485,622; 1925, 540,452. The salmon fisheries of this state annually bring into Oregon more than ten million dollars. Most of this is new money brought into the state from the markets of the world and the greater part of it is kept here in Oregon. Forty Thousand people of Oregon are dependent in a greater or lesser degree upon the future run of salmon. There are nearly 8000 individuals engaged in taking fish from our waters. These are heads of families.

Thoughtful citizens should lend their every effort to the protection of this, Oregon's third greatest source of wealth.

A great resource is being permitted to peter out. It is under-valued because it runs along each year and is utilized and enjoyed with the feeling that nature will function and will supply us with yearly returns and renewals, while our own indifference causes us to neglect to supplement and in many cases to supplant, nature. Nature takes her interest in reproduction but needs the aid of artificial method to accomplish notable results. No section of the United States has the resources of the northwest, timber and fish. Timber is going and we must act to save the fish. It takes 100 years to grow a tree and four years for a fish, and we of the present generation are breaking faith with the future when we use and destroy the resources of the present and pass on the stubble and chaff, the barren field, hill sides and the denuded streams.

Every dollar that is used to operate hatcheries and to maintain patrol service against violations is contributed by those who are directly engaged in the taking of fish or in canning and handling them. The industry is now on a self sustaining basis and taxes itself for all the money necessary to carry on the work of artificial propagation as well as the construction and equipment of new hatcheries and the repair and maintenance of the old ones. The packers, themselves, contribute about ninety-six per cent of the amount realized for the operation of the department. The other four per cent is contributed by the fishermen in the way of licenses to operate fishing gear. The poundage fee law provides a tax of one-half cent per pound on each and every pound of salmon taken from the waters of the state of Oregon, and one-eight cent per pound on all shad so taken. The tax payer does not now contribute one penny toward the operation and upkeep of the fisheries department of the State.

The future of the salmon industry is in the hands of the men and women of this section of the country, and particularly those who reside in territory bordering on and tributary to the Columbia River. That future may either be one or greater value and may see an increased industry of greater extent, or it may be a future in which the salmon industry will be but a memory.

SALMON PROTECTIVE ASSOCIATION
By Hugh C. Mitchell

91-57-39